

PREPARING 1929 PASSES

J. W. Small Signs Thousands for Employes and Families

FRISCO employes entitled to annual passes have many times seen the printed line at the bottom of the much desired card which reads: "Valid when countersigned by J. W. Small or W. E. Miller". Then at the lower left-hand corner, the neat signature of J. W. Small, for eight years chief of the Frisco's pass bureau.

J. W. Small is busily engaged in the tremendous task of affixing his sig-



J. W. SMALL

nature many thousands of times to annual passes which go each year to Frisco employes and members of their families, and to officers and families of other railroads.

As this story is written (October 18) Mr. Small has signed many thousands of these annuals. He will complete the lot by December 15 and each of the passes requested will be in the possession of its owner not later than December 25—a nice Christmas present for many.

The Job of a pass clerk, it will be clearly seen, is not an easy one. Not only is there a tremendous amount of work to the job of keeping passes in the hands of those who are entitled to them, but an accurate and complete knowledge of federal and state regulations and restrictions of pass holders is virtually necessary. In addition to his pass work, Mr. Small takes care of important operating contract work for Frisco Lines.

"Justin" Small came to Frisco Lines in 1892, when the Frisco was operating the St. Louis, Kansas City and Colorado Railroad for the account of the Rock Island. He was in charge of car records for that company. In 1913 he was sent to the office of the operating vice-president and following the return of the railroads from government control, he was appointed by President Kurn to his present position.

Frisco Float in Stephenville, Texas, Fair



This beautifully decorated float, advertising Frisco Lines, was placed in the parade at Stephenville, Texas, of the Fall Fair Association meet held there September 20 to 22. The float was decorated and placed in the parade by J. D. Kilgore, agent at that point. His wife and daughter, Mary Merle, assisted him with design.

The Fastest Growing Thing on Frisco Lines

ONE of the most unique agricultural developments along Frisco Lines is practically unknown to the general public. It is hidden away in the far end of a dark and damp cave and in the last two years, fifteen tons of the product have been shipped from Sullivan, Mo., via Frisco Lines, to New York and California, with intermediate markets in St. Louis and Kansas City.

The product is mushrooms, grown in Mushroom Cave in Meramec State Park, a mile and a half from Sullivan, by two of the most expert of all mushroom growers, H. B. Kerruish and his son, L. P. Kerruish.

The father of H. B. Kerruish grew mushrooms in this same cave thirty years ago, and his son followed in his father's footsteps and continued the production, but with little success. Then he went west. Two years ago he returned to Sullivan, and planted new beds in the cave.

Today demand for his mushrooms far exceeds the output.

The term "sprouted up like a mushroom over night," aptly describes the growth of this vegetable. The plants are put into the beds just once, and within six or eight weeks the first crop is picked. They grow very unevenly and fairly pop out of the ground in great bunches. The ones which develop fastest are picked off so that the ones on the lower stems will have a chance to develop.

There are about 8,000 square feet of beds in the cave. Great care is

exercised in the planting, and the dirt is treated to kill insects. In several places near the beds, where there is a slight draft, solid rock fences have been built to deflect the draft. If, after the beds have been "made," a small hole should accidentally be made in one end or side, the entrance of the air ruins the entire bed. Therefore great care is exercised in walking between the rows.

The mushroom beds are 450 feet under the ground. The cave runs back for three quarters of a mile and the temperature is the same throughout, 56 degrees.

L. P. Kerruish, the son, is a graduate of the Rolla School of Mines and served for some time as an engineer, but he has been assisting his father in the mushroom business for the last two years.

The price of mushrooms varies from fifty cents to a dollar and a half a pound, and one month Mr. Kerruish and his son realized \$1700 from their mushroom beds.

As Mushroom Cave is in Meramec State Park, recently acquired by the state, the state has agreed to allow Mr. Kerruish and his son to continue raising mushrooms until the lease expires.

H. A. Beuhler, chief of the geological department of Missouri, is interested in seeing that all caves in Missouri are planted for mushroom growing, and is particularly interested in Mushroom Cave at Sullivan.

SNATCHES CHILD FROM DEATH

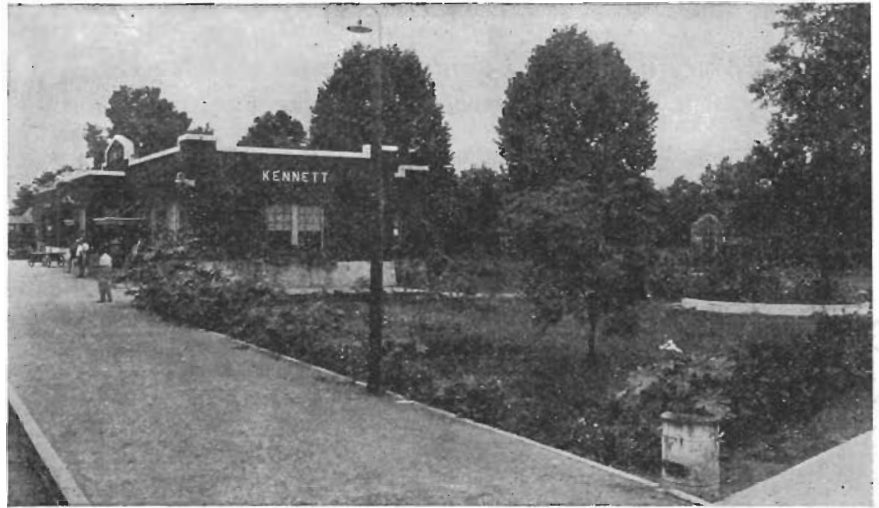
A one-year-old child on a track in front of an approaching string of cars being handled by the Frisco at Memphis, September 17, was snatched from almost certain death by L. E. Moore, Frisco switchman, who, with C. C. Shaw, conductor, was riding the leading box car.

The time was about dusk. The child was discovered by the two trainmen when the car was about three car lengths away. Conductor Shaw began giving signals to the engineer to stop and Switchman Moore jumped to the ground, ran ahead, snatched the child and carried it to one side just before the car passed by.

The child is a son of Mr. and Mrs. James M. Jolly. It had been watched over by other children.

All of the members of the crew of this train, which consisted besides those mentioned of Ed. McMillan, brakeman; Mack W. White, engineer, and S. H. Attison, fireman, have been commended.

Attractive Station Grounds at Kennett, Mo.



Frisco employes at Kennett, Mo., are proud of this garden on the lawn of the Frisco station there. "We are all very proud of our park," said W. W. Millar, agent at Kennett, "and, incidentally, think the citizens of Kennett are equally proud."

FRISCO FLORIST WINS PRIZE

Don B. Fellows, Frisco Florist, won a silver loving cup for the best general floral exhibit among ten Tulsa and Sand Springs exhibitors, at the Tulsa State Fair, September 22-30. In his booth, sixty feet long by ten feet deep, he had on display over seventy varieties of plants. The flowers were grouped around a miniature Frisco locomotive which caused much comment.

The famous Crucifixion Plant which Mr. Fellows found growing in Newburg, Mo., was one of the most interesting to be found in his display.

VIA FRISCO TO DAIRY SHOW

Fifty delegates from the St. Louis Chamber of Commerce traveled via Frisco Lines, October 17, to the National Dairy Show at Memphis, Tenn. They participated in the formal observance of "Missouri Day" at the show, which was held at Memphis in conjunction with the Tri-State Fair.

The party left St. Louis at 11:25 p. m. October 17, and returned the following night. F. W. A. Vesper, of St. Louis headed the delegation which ex-

1928 --- Important Conventions --- 1929

Below is a list of important conventions which will be held during 1928-1929.

The Passenger Traffic Department will welcome any information that might be of assistance in securing travel to these meetings. Any communication in connection therewith should be addressed to nearest passenger department representative or to Mr. J. W. Nourse, passenger traffic manager, St. Louis, Mo.

1928 CONVENTIONS

American Petroleum Institute.....Chicago, Ill.Dec. 4-6

1929 CONVENTIONS

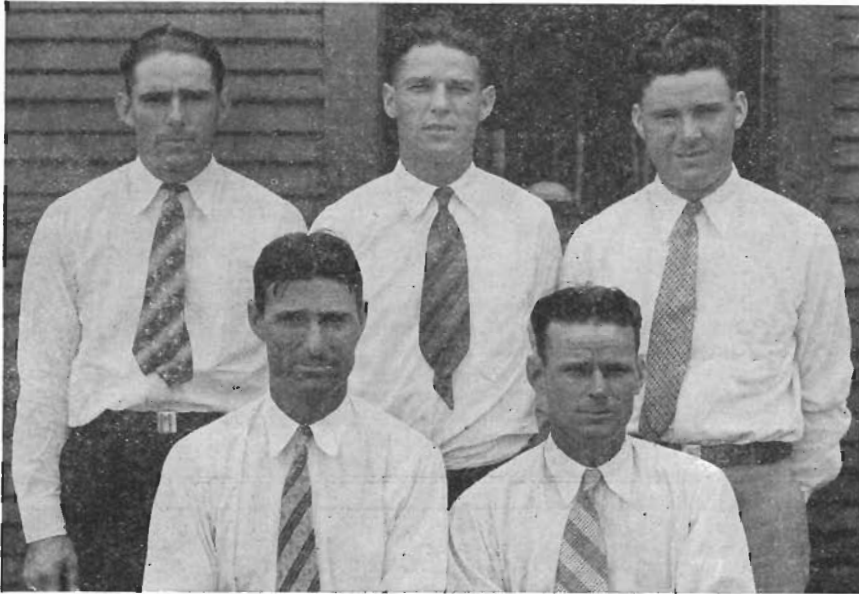
- Nat'l Education Ass'n Dept. of Supts..Cleveland, OhioFeb., 1929
- Daughters American Revolution.....Washington, D. C.....April, 1929
- United Confederate Veterans.....Charlotte, N. C.....April-May
- Mystic Shrine (A. A. O. N. M. S.).....Los Angeles, Calif...May, 1929
- Gen. Assembly, Presbyterian Church....St. Paul, Minn.....May, 1929
- Southern Baptist Convention.....Memphis, Tenn.May, 1929
- American Wholesale Grocery Ass'n....Memphis, Tenn.May 21-23
- General Federation Women's Clubs....Swampscott, Mass....May-June
- National Ass'n Credit Men.....Minneapolis, Minn. ..June, 1929
- Nat. Retail Hdw. Ass'n, Congress.....Oklahoma City, Okla.June, 1929
- Co-operative Club, International.....Milwaukee, Wis.June, 1929
- Lions International.....Louisville, Ky.....June, 1929
- Rotary InternationalDallas, TexasJune 3-7
- U. S. Junior Chamber of Commerce...Flint, Mich.June, 1929
- Master PlumbersBuffalo, N. Y.....June, 1929
- Nat'l. Ass'n. of Real Estate Boards....Boston, Mass.....June 24-29
- Kiwanis InternationalMilwaukee, Wis.June, 1929
- American Institute of Banking.....Tulsa, Okla.June, 1929
- Optimists InternationalTulsa, Okla.June, 1929
- Travelers' Protective Ass'n.....Detroit, Mich.June, 1929
- National Ass'n Retail Grocers.....Portland, Ore.June, 1929
- National Education Association.....Atlanta, Ga.June 29-July 4
- Int. Society of Christian Endeavor.....Kansas City, Mo.....July, 1929
- Grotto (M. O. V. P. E. R.).....Rock Island, Ill.....July, 1929
- B. P. O. E. Grand Lodge.....Los Angeles, Calif...July, 1929
- B. Y. P. U.....Detroit, Mich.July 10-14

Have you gotten YOUR Passenger?

tended a formal welcome to dairy officials to St. Louis, which will be the permanent headquarters of the dairy show beginning with 1929.

Five Brothers in Yale Car Department

The Merrill's Have Twenty-six Years' Service With Frisco—Baseball Their Hobby



The five Merrill brothers, all employed in the Car Department at Yale, Tenn., pictured above are, reading from left to right (seated), H. B. and E. B. Standing, D. L., A. H., and C. C.

THE story of the Merrill brothers is unusual, not in the number of years' service each has had but in the fact that there are five of them, all employed by the same railroad, in the same city, in the same department and in the same shop. That shop is in the car department at the Frisco's Yale, Tenn., terminals.

The birthplace of the five is Cold Water, Miss., just an hour's ride from Yale, Tenn. In 1919 Hiram, one of the brothers, went to Memphis and obtained work with Frisco Lines in the B. & B. department. During the war he was sent to Yale, Tenn., to fire a stationary boiler. Later he went to work in the car department at Yale.

He wrote home of his work and of his pleasant relationships in the Frisco shops and in 1922 Elihue, a brother, came to Yale and secured work in the car department.

Cathey entered the service of the car department at Yale in 1923, Durwood in 1924 and Alfred in 1926. The five served their apprenticeship and are carried on the payroll as first-class heavy steel car repairers, and these five brothers have helped to build some of every order of new cars built in the Yale yards since 1923.

Hiram, who is 32 years of age, rather acted as the spokesman for the

others. He is the only one who is married, and he has two children, both girls, ages 9 and 11.

"We've all been in railroad work long enough to know that we want to stay in it permanently."

"Was your father a railroader?" he was asked.

"No, dad is a farmer. He and mother still live at Cold Water, Miss. We take them home the *Frisco Magazine* and of course they are always interested in anything about the Frisco, because of their five 'connections' with it."

"And your hobbies, individual or collectively?"

"Baseball"—came from all five in unison.

All five brothers play on the Memphis Power and Light Company's team, and have been trying to organize a team among their Frisco buddies.

"We are sure going to have a fine team next year, though," Elihue interrupted. "Now that the roundhouse is out here too and with all the carmen that are employed at Yale there should be a team that could beat any other team around Memphis."

During the noon hour the five brothers play hand ball, keeping in trim for their part on the baseball team on Sundays. They also added that they

FRISCO, AULD LANG SYNE

A bit of Frisco history recently was uncovered in an advertisement printed in a Rogers, Ark., paper, which states that the Frisco Line, through Southwest Missouri, southern Kansas, northern Arkansas and Indian Territory, embracing under one management "OVER 800 MILES" of complete railway system, forms direct through connection for all points in Texas, Colorado, New Mexico, Arizona, California and the far West.

The advertisement further states: "This is positively the shortest, most pleasant and cheapest route to all points, east, northeast and southwest via St. Louis. Through express trains run daily with Pullman palace sleeping cars on night trains."

Another paragraph states: "Transportation is furnished land explorers who purchase land from the company in accordance with land department regulations."

For further particulars the advertisement refers all interested to write or see W. Coffin, land commissioner; T. E. Cassidy, general freight agent; D. Wishart, general passenger agent; or C. W. Rogers, second vice-president and general manager, Terminal Building, St. Louis.

are very fond of fishing and hunting but baseball is the favorite sport.

One of them happened to mention that there were five sisters at home. Their ages range from 15 to 28, and the eldest is married.

At Christmas time, and on the other holidays the entire ten, with the families of the married brother and sister, go to Cold Water for a reunion. The table is lengthened to accommodate the Merrill family, and mother's larder must be replenished when guests have journeyed home.

J. C. Lutz, car foreman at Yale, under whose jurisdiction they were spoke most highly of them. "They are hard workers and good boys," he said, "and I think the fact that five are employed in the same yard and at the same shop is most unusual."

Although the five have worked for the Frisco for a total of 26 years, they have not traveled much. One of them visited in Texas on a recent vacation and a second one went to New Orleans.

But they may be found any day at the car yards at Yale, where the rattat-tat of riveting machines may be heard, and if they continue to do their work as well as they do now, will not be long before the five brothers jointly, will have piled up 26 years of service.

"WATCH OUT FOR INDIANS"

Train Order of 1902 Bore Warning, Engineer Page Avers

"RUN slow and carefully between Holdenville and Ada, Okla., looking out for obstructions on track and track torn up by hostile Indians."

Such was the train order given at Sapulpa, Okla., April 20, 1902, to John W. Page, a Frisco engineer. The order was occasioned by the fact that a band of 400 Seminole Indians, led by Chief Crazy Snake, was on the war path at that time.

Mr. Page, who resides at Oklahoma City, is a Frisco passenger engineer running between Oklahoma City and Tulsa, and has had this run for many years.

The original train order, in practically as good condition as when issued, was borrowed from Mr. Page and brought to the office of *The Frisco Employes' Magazine* by Robert H. Sherry, a Frisco engineer residing in St. Louis and running between St. Louis and Newburg, Mo. Mr. Sherry worked in a Frisco engine cab in 1902 in the same region Mr. Page did and they became acquainted then. Mr. Sherry said he thought the train order would prove of interest to readers of the *Magazine*.

It was a frequent occurrence in Oklahoma early in this century, said Mr. Sherry, for Indians to shoot at lights in the cabs of passing Frisco engines and members of Frisco engine crews often threw themselves on the floor of the cab to avoid the bullets fired by Indians. Several members of Frisco crews were injured in their cabs by bullets fired by Indians, Mr. Sherry said.

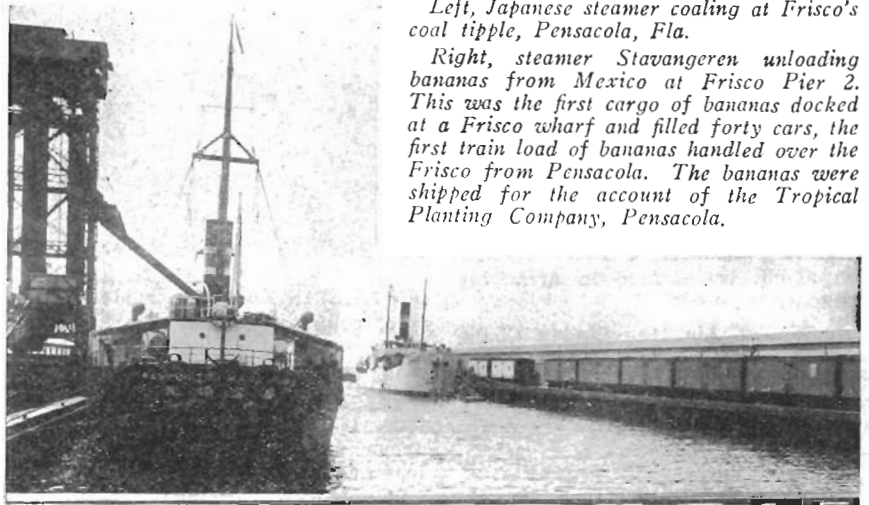
PRAISE FOR CAR ACCOUNTANT

"It certainly is a pleasure to do business with the Frisco Railroad when it comes to mileage on private line cars," states a letter dated August 8, and signed R. E. Stewart, traffic manager of the Barnsdall Refineries, Inc., of Tulsa, addressed to H. W. Johnson, Frisco car accountant, Springfield, Mo.

"You will note that our cars traveled about five million miles on your line during the year June 30, 1927, to June 30, 1928, and when our figures check to the mile with your figures, we call it excellent."

She: The only men I kiss are my brothers.
What lodge do you belong to?

Frisco Scenes at Pensacola



Left, Japanese steamer coaling at Frisco's coal tipple, Pensacola, Fla.

Right, steamer Stavangeren unloading bananas from Mexico at Frisco Pier 2. This was the first cargo of bananas docked at a Frisco wharf and filled forty cars, the first train load of bananas handled over the Frisco from Pensacola. The bananas were shipped for the account of the Tropical Planting Company, Pensacola.

Airplane Will Not Supersede Railroad

Secretary MacCracken Believes That Air Transportation Will Co-operate With Rail Lines

NO one who is familiar with the true situation expects that the airplane will supersede any of the existing methods of transportation, in the opinion of William P. MacCracken, Jr., Assistant Secretary of Commerce for Aeronautics. After referring to the present service of the four existing agencies of transportation, namely, railways, waterways, the motor and the electric transit line, he says in a recent analysis:

"It is more logical to believe that the airplane will find its proper place as a fifth carrier in our national system of transportation. The backbone of this system is, and will continue to be, the railroad.

"The airplane has already become a factor in the transportation scheme. It is quite logical, therefore, that the railroads should be the agencies to aid in its further development, particularly in regard to passenger service. The railroads have had the benefit of experience and training in such work. They already possess efficient organizations capable of taking over the routine details. They are financially sound and are thus able to withstand any period of initial sluggishness or later temporary depression.

"The practical uses of the airplane in conjunction with the railroad are several:

"They can serve in establishing 'feeder' routes radiating from central terminals to outlying sections where the cost and maintenance of an expensive right-of-way is prohibitive.

"The airplane will be especially useful in making short cuts over mountains or impassable country around which the railroad must detour.

"The airplane can be used in carrying out scenic tours from stopping points on the railroads, including the national reservations such as Glacier National Park, Yellowstone, Yosemite, and other scenic spots such as the Grand Canyon, Niagara Falls, etc.

"There can be a combination railroad and airplane service by means of which a traveler can fly by day between certain points, boarding a train at evening for a night's sleep in a Pullman. This service is already announced by several large railroads and detailed plans are now being prepared.

"Finally, the airplane can prove of great help in emergencies, as for instance when snow slides, wrecks, bridge washouts, and rock slides have seriously impeded operations."

Have you gotten YOUR Car of Freight?

Have you gotten YOUR Passenger?

ON GOOD-WILL TOUR

Pensacolians Make Trip Through Frisco Territory On North September 20-21.

UNDER the auspices of the Pensacola Chamber of Commerce, twenty-eight prominent citizens of Pensacola made a good-will tour on the Frisco line from Pensacola to Demopolis, September 20-21, and were entertained all along the route. J. B. Morrow, Pensacola, Frisco colonization agent, co-operated in arranging the tour.

At Linden, Ala., the Linden Chamber of Commerce served a barbecue luncheon at which 100 residents of Linden and vicinity met the tourists. After luncheon a two-hour drive was made through the rich agricultural region around Linden.

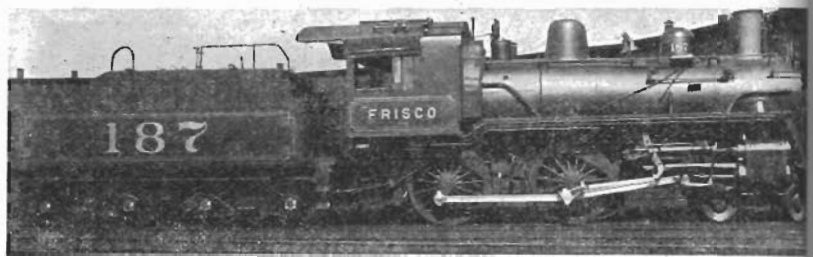
The tourists spent a night at Demopolis and were tendered a banquet under the auspices of the Demopolis Chamber of Commerce. The next morning two hours were spent in driving about the city and in the surrounding region.

At Vredenburg Junction the party detrained and was driven for thirty miles through the northern part of Monroe County, Ala., and visited Monroeville, where a luncheon was served. The party later dove to Jones Mill, Ala., where Jones Mill citizens entertained the tourists. An auto tour of the town and surrounding territory was made, the tour lasting an hour and a half. At Jones Mill the tourists entrained for Pensacola.

The trip was made primarily to interest exporters of cotton to route the commodity through the gulf ports, particularly Pensacola. The commodity has been exported from Atlantic ports. The first load of cotton to leave the Pensacola port was shipped recently and comprised 200 bales.

The tourists were: James G. Pace, capitalist and farmer; John G. Pace, vice-president of the Avant Pace Company, wholesale grocers; O. H. L. Wernicke, president, Wernicke Engineers, Inc.; Paul P. Stewart, president, Pensacola Shipbuilding Company; W. L. Moyer, wholesale grocer; Thomas H. Waters, vice-president, Lurton Company, wholesale grocers; E. P. Wilson, president, Pensacola Paint & Chemical Company; A. L. Rein-schmidt, general manager, Pensacola Cooperage Company; C. W. Williamson, general manager, Gulf Power Company; C. E. Dunham, president, United Auto Supply Company; J. M. Fleming, president, Pensacola Mattress Company; J. E. Alvarez, The Dupont Company; J. M. Boland, president, the Boland Realty Company, J.

New Paint Gives Engines Novel Appearance



IN KEEPING with the modern vogue of colors in industry, Frisco Lines have placed in service on trains Nos. 11 and 12, running between St. Louis and Springfield, Mo., engines Nos. 183 and 187 painted Pullman green, striped and lettered with gold leaf and having nickel-plated cylinder and valve head casings.

Engine 187, or No. 37 as it was originally numbered, was built by the Pittsburg Locomotive Works in 1899. It was "the last word" in locomotives at that time with its large oil headlight, 180 pounds boiler pressure, slide valve cylinders and wooden cab and running boards. Its tender carried 4,300 gallons of water and seven tons of coal. The tender had arch bar truck frame and wooden bolsters.

Engine 183 was built about 1902 and from July, 1902, to August 23, 1928, made a total mileage of 1,177,459 miles, while engine 187 made a total mileage from November 1899 to August 31, 1928, of 1,256,649 miles.

The engines did well but could not compete with the modern locomotives, so in the spring of 1928, officials of the mechanical department decided to adapt them to modern practices and conditions. Specifications and complete designs were prepared in the engineering offices and the engines were rebuilt at the west locomotive shops at Springfield.

Modern devices such as front end throttle, superheater, Coffin feedwater heater, electric headlights, piston valve cylinders, cast steel tender frame, steel cab and running boards made these engines efficient and trim

looking small engines. The main side rods and all parts of the chaert valve gear were properly for neat appearance as well strength. All machined parts, as rods, valve motion, guides, heads, etc., have a mirror-like p. The cylinder head casings are mium plated and shine like a dollar. To further improve the pearance of these engines they painted Pullman green and lettered and striped with gold leaf to monize with the rest of the train.

"The engines on these trains unique," said J. E. Hutchison, president in charge of operating Frisco Lines, in referring to the painted and modernized power. "are built new throughout with a modern thing that is known to a good locomotive. We are getting wonderful performance, and make seven-hour schedule run of 239 from Springfield to St. Louis, making all stops.

"The Frisco now has the largest and finest passenger engines run into St. Louis in our 1500's and we have in these two engines Nos. 183 and 187, probably the finest type smaller engines anywhere in the country," he said.

R. H. Sherry, engineer of the eastern division who had engine 187 of St. Louis for the first time September 30, and came back to St. Louis with the 187 said, "They are wonderful engines. Our schedule while a fast one, is made with ease and the riding qualities of these engines are excellent."

R. Tucker, Realty Corporation of Pensacola; W. V. Fauria, secretary-treasurer, Pensacola Maritime Corporation; T. E. Fisher, commercial agent, Fillette-Greene & Company, steamship agents; Leland G. Swarts, managing editor, Pensacola Journal & News; M. B. Presley, sales manager, Pensacola Mattress Company; E. C. Nicholson, president, Pensacola Housefurnishing Company; Ed. H. Lee, Chrysler and Packard automobiles; W. A.

Gahlenbach, retail jeweler; T. Williams, president, T. E. Williams Company, furniture; O. E. White, Henry White & Brothers, gentlemen's furnishings; Dr. Carol C. Webb, physician and surgeon; George Peter, Pensacola Water Works department; C. J. King, secretary, Pensacola Chamber of Commerce; Earl LeBaron, electrician; F. A. Boghich, master.