

A FRISCO ENGINEMAN FOR FIFTY YEARS

MR. C. B. COLEMAN, for 50 years a Frisco engineman, unquestionably holds the record of oldest engineer in point of service on this railroad.

His record is more than likely unique among railroad men of other roads. However, 50 years of continuous service, during which he only missed two pay days, a membership card in the "Old Vets' Association" and other records which identify him as a member of the Frisco since long ago, fail to make him old in years or ideas.

"I'm feeling better this minute than I have in forty years," he said during a recent interview. "I'm sixty-nine years of age and when I add that other year on and they make me quit, you know what I'm going to do? Fish and fish and fish! I'm going to grow young instead of older, and what's more I'm going to devote the rest of my life to it."

This young-old timer was born January 25, 1860, at Sweet Water, Tenn., where his father was a contractor. The family moved to Springfield, Mo., in 1870. They shipped their household goods to Lebanon, Mo., and had to have it hauled by team into Springfield as the old Atlantic & Pacific was only built as far as Lebanon.

At the age of 17 Mr. Coleman began his service as a fireman. He made only two trips when business dropped off he decided to go into the shops at Springfield.

By 1871 the road had been built to Peirce City, and on July 3, 1878, he went to Peirce City as a fireman and worked from that point to Wichita, Kans., for a period of three years. In 1883 he was promoted to engineer, and ran an engine out of Tulsa for several years. In 1886 he came to Rogers and Ft. Smith, Ark. The road was built through to Chester and Talihina, Ark., in 1888 and in 1890 Mr. Coleman took a passenger run from Ft. Smith to Paris, Tex., where he remained nine years. He then went to the Bentonville Branch running from Rogers, Ark., to Grove, Okla., where he remained for 25 years. He has been running on the St. Paul Branch, from Fayetteville to Pettigrew, Ark., for the last year.

"I think I am about the only man living who remembers ferrying Frisco trains over the Arkansas River in 1884. There was no bridge between Van Buren and Ft. Smith, where there are two fine ones now," he said. "We used to take two cars at a time and push them down to the ferry. The boat would take them across and

C. B. Coleman Mounted Cab in 1878—Still Running Engine on St. Paul Branch in Arkansas

they would be pulled up on the other side by an engine belonging to the ferry company. The ferry company's engine would in turn, return the boat with two more cars and after the exchange was made, the trains would couple together and proceed in opposite directions.



C. B. COLEMAN

"In the old days we didn't know what merit marks were, but if we had to be reprimanded by the superintendent, we got so many days off as demerit marks.

"Do I remember the old link and pin? I guess I've carried ten car loads of links and pins both back to the brakeman. You know in those days of early railroading, we were paid by the trip and not by the mile, and we had regularly assigned engines. If it took 40 hours to make the trip—we didn't get any more than we would if it had only taken us five. And when we got in our terminal, if there wasn't any other engine or crew

to go out to protect a run, we turned right around and went out—sleep or no sleep. Therefore we were anxious to get over the road as fast as possible. Everybody helped. When we would take up slack and pull out a link or pin say on a twenty-car train, late at night—the brakeman would give me the signal, as to just what kind of a pin or link he wanted—and I'd walk half way back to the end of the train with them, so we could get in our terminal and tie up for rest.

"We couldn't run over eighteen miles an hour either because we had what we called 'Dutch' clocks in the cab.

"The land around Tulsa and Vinita at that time was the real west. The long horned cattle would be driven from the Panhandle district to Red Fork, and there the Frisco would take them on east to the market. I don't believe I ever saw so many cattle trains. There were twenty chutes at Red Fork and they would load twenty cars at a time—all day long. The stock cars then would only hold about sixteen cattle to a car, on account of their long horns, and the cars were only about twenty-eight feet long. There were no tops on either, because of the long horns. I could have bought some horns in those days—perhaps the longest and best that could be found today, but I didn't even think about those long horned cattle ever becoming scarce. There were too many of them then. The Frisco had feed yards at Vinita, Peirce City, Springfield and Rolla, and they would unload the cars and feed the Texas cattle, charging 25c a head for food. Hay was about \$1.25 a ton then.

"Eggs were three and five cents a dozen and I have bought a dozen frying chickens many times for 75c and they weighed from two to three pounds apiece. There were no refrigerator cars in those days, and poultry could not be shipped any distance. Meals on the road could be bought for 15c and 25c, and ham was 12½¢ a pound."

Mr. Coleman's eyes shone as he began to talk about the motive power of former days. "There just isn't anything like it today, in looks," he said. "In those days we had our own engine and it seemed like our own personal property. The company encouraged our equipping it with all kinds of special devices. Those engines were simply beautiful. They were banded and trimmed with real gold leaf.

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LAI D RAILS IN 1860 AT CUBA, MO.

COLONEL W. H. Sweetin once laid track for Frisco Lines in the same efficient manner and in the same city where he now "lays down the law" to the citizens, in his various capacities of Justice of the Peace, Superintendent of Public Welfare, School Board Official and Police Judge of Cuba, Mo.

The histories of the growth and progress of the Frisco as well as of Cuba, thriving little city on the Frisco's main line, are at his finger tips. He helped build the road through Cuba and he remembers the wide open plain of weeds and timber where the city of Cuba is now built. The little office of this 78-year-old Frisco veteran is located near the Frisco tracks and there the reporter found him, reading his newspaper.

"I'm expecting some chicken thieves for trial," he said, "and here you arrive and want me to tell you my experiences with the Frisco. Well, we'll talk Frisco 'till the chicken thieves arrive.

"I'll never forget my first job 'peddling spikes' at Cuba, on the old Missouri Pacific (now the Frisco) about 1860. I was only ten years old, and did it because I liked it and my salary was experience.

"But my first important task for the Frisco was in 1869 when I helped to change the gauge from broad to standard. Do you know how it came about? A group of railroad presidents met in Washington. The president of a well-known railroad wanted a 4' 8" gauge—another one wanted a 4' 9" gauge. I remember reading the account in the paper of how old Abe Lincoln sauntered into the room, heard the discussion and said in his calm manner, 'Well, gentlemen, we'll compromise. We'll make it 4' 8½"—and that is what it is today on all railroads.

"In 1856 the grading was being worked on the southwest branch of the Missouri Pacific (the old Frisco) at Cuba. St. Louis was the point from which all materials were shipped for the west. The road was completed to St. Clair in 1858. On the last day of the year 1859 the track was laid to Cuba and in the fall of '60 had reached Dillon.

"Of course, during the Civil War, all work was discontinued. I was only eleven when the war broke out and fifteen when it ended. Everybody familiar with Civil War history re-

"Col." W. H. Sweetin Recalls Construction Days in Missouri—Was Guide for "Wild Bill" Hickok



COLONEL W. H. SWEETIN

members Bill Hickok, 'Wild Bill' they called him. Can you imagine my excitement when on a visit to these parts he chose me as a guide? I showed him every trail, stream and little mountain around Cuba! An entire contingent was stationed at Rolla for a long time and they made several raids through our town. 'Wild Bill' and I rode little black mules over the country and I remember the old rebel and how we scouted over the ground so familiar to me. Those were trying days for us all. My five brothers were gone to war and it was up to me to help my father farm and keep the wives and children of the brothers supplied with food.

"Is that where you got your title of Colonel?" he was asked.

"No, it just grew to me somehow! Every once in awhile some neighbor would come in running and give us the warning, 'The Rebels are coming!' I would grab my most cherished possessions and dash to the thick woods. I honestly ran so fast sometimes I had to run sideways to keep from flying!" he laughingly said. "One night they advanced on Cuba, built big bonfires on the track and the heat twisted the steel rails beyond repair. They also burnt the

depot and did all the damage to the fields that they could."

He was thoughtful for a moment, recalling the days of long ago. "Those were great times," he mused. "I remember the old boys—the pioneers of the railroad at this end of the line. The first engineer that ever ran over this road was Jim Macbeth and the first conductor a man named Cole. After that there were two conductors, Allan and Murray, who lived at Pacific and all the old-timers will recall them. One of the oldest engineers was old Ben Smith. He was a great old man—another engineer by the name of Fiddler whom we termed 'the fast runner.' Then there were engineers Joe and Sam Moore, both well-known. Old Tom McKesick was an old superintendent around here and everybody will remember old Patriarch, superintendent and preacher—a good old soul."

The Salem Branch of Frisco Lines, from Cuba to Salem, now owned and operated by Frisco Lines was once known as the St. Louis, Salem & Little Rock Railroad and was owned by Alex Crawford, a resident of Pennsylvania. Mr. Sweetin helped to lay track on this railroad and was in charge of a work train.

"I was boss and everything," he said. "When the road was sold to the Frisco and the transfer was to be made, there was no president to sign it. E. B. Sankey was superintendent of the old road, but there had been no president appointed. So in order to sell the line they had to re-organize it and make a president so he could sign the transfer. Old Sankey went to St. Louis to see about the transfer and the re-organization. When he returned he said to me, 'Bill—if you had been in St. Louis, I would have appointed you president for ten minutes so you could have signed that transfer.'"

Mr. Sweetin told of an interesting strike in the days of long ago. The little work train had come from Salem to Cuba and when the train arrived the men all piled off and advised the superintendent that they were striking. Mr. Crawford, owner of the road, happened to be on the train and became greatly agitated, but the superintendent came out on the platform and made this announcement, "all you men who want to go back on the train, get on. We're

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NEWS of the FRISCO CLUBS

Pensacola, Fla.

DOWN at Pensacola — where there's the hearty tang of salt air, where palm trees wave lazily in semitropical breezes, where the sky is azure and hopes of the people are rosy, now that the Frisco Lines have extended their system to this, the railway's first seaport — is the newest of the Frisco Employee Clubs, the sixty-fourth. It is the Frisco Employees' Club of Pensacola, organized October 22, with 108 employees there as charter members.

"See-going folk", the members of this club are going to see what a great race they can run in competition with the other sixty-three clubs for first honors in Frisco loyalty.

Already members of this club are thinking in terms of far-distant countries, of the products and the needs of South America, Europe, Asia, Africa, because their railroad is expected to play an increasingly large part in fostering exports and imports through the Port of Pensacola.

Along with the railroad terminology familiar on Frisco Lines, members of the Frisco Employees' Club of Pensacola are becoming adept at nautical phrases, particularly as applied to foreign trade.

For some time the Frisco has done a big business with its immense coal tipple at Pensacola and business is mounting at the Frisco's adjoining pier, Pier No. 2, where banana-laden ships arrive and from which long freight trains of the Frisco pull out for various parts of its nine-state territory.

The organization of the club was assisted by W. L. Huggins, Jr., of St. Louis, director of publicity, and chairman of the Central Committee on Personnel and Employee Solicitation, and R. E. Buchanan, Memphis, Tenn., traffic manager, and by various Frisco officials at Pensacola.

The officers of the club for its first fiscal year are as follows: C. C. Shaw, president; W. H. Stiles, vice-president; T. O. Lutz, secretary; C. W. Miller, treasurer, and L. L. Bangert, sergeant-at-arms.

Following is the board of governors, each member representing a division of Frisco work at Pensacola: W. H. Crow, traffic; G. H. Payne, mechanical; C. R. Ogdon, car; Riley Malone, blacksmith; Bert Spillman, boilermakers; M. Nobles, locomotive engineers;

W. R. Chesser, locomotive firemen; A. E. Taylor, conductors; J. M. Odom, brakemen; R. A. White, yard; R. A. Renfroe, stores; W. I. Black, roadmasters; Inez F. Nelson, clerks; Samuel Pasco, legal; Dr. C. C. Webb, M. D., medical; V. R. Copp, civil engineers; R. J. Kilcrease, telegraphers; J. E. Ross, bridge and building; J. E. Bryant, custodian of the club's property, and L. E. Moore, chaplain.

Men's Club, Springfield, Mo.

All the officers of the Frisco Men's Club, of Springfield, Mo., were re-elected for the ensuing year at the annual banquet of the club held the night of December 4 at Grace Methodist Episcopal Church. The attendance was 268, including wives and "dates" of members.

The officers of the club are: J. W. ("Doc") Seabough, clerk, office of the superintendent of motive power, president; C. H. Rice, claim agent, office superintendent FLD claims, vice-president; G. S. Danley, clerk, general manager's office, secretary; Orville Coble, chief file clerk, general manager's office, treasurer; O. P. Raney, clerk, office of car accountant, sergeant-at-arms.

Rev. Frank Neff, pastor of Grace Church, spoke on "The Romance of Transportation", based on a trip which the speaker made around the world. Roast turkey was the "piece de resistance" of the dinner, which was prepared and served by members of the Ladies' Aid Society of Grace Church. Music during the dinner was by the Bluebird Orchestra.

The after-dinner program included: Vocal solos, Miss Ruth Dunbar, accompanied at the piano by Mrs. Harry Carson; selections by the Paramount Quartet, composed of Ira Smith, Cecil Waites, Harry Matthews and Joe Weddell; 'cello solo, Leon White, accompanied at the piano by Miss Jewell Prater; vocal solo, LeRoy Prater, accompanied by Leon White on the 'cello, and Miss Prater at the piano.

Three hundred and eighty-six traffic tips were obtained in November by members of the four teams in which Frisco employes at Springfield, Mo., are grouped for monthly competition in traffic solicitation. The tips by the end of November had materialized in 89 carloads and 122 LCL shipments.

The four teams have a total membership of 617.

Standing of the teams for November was: first, Captain A. B. Sherwood's; second, Captain F. L. De Groat's; third, Captain W. W. Shackelford's, and, fourth, Captain K. T. Walter's.

Those turning in tips during November and the number of their tips were: A. B. Sherwood, 64; J. W. Kastler, 55; Bernice Jennings, 38; F. M. Barry, 24; E. A. Warren, 18; W. O. Wise, 19; L. G. Lamb, 15; F. L. De Groat, 12; C. W. Gardner, 10; Mary Howell, 10; W. E. Gray, 8; Marcella Porter, 8; F. H. Masters, 7; Maude Gorsuch, 6; Alice Mae Mills, 6; H. W. Johnson, 5; A. E. Woolridge, 4; W. W. Shane, 4; Hanna Law, 4; L. J. Ley-saht, 4; N. L. Hinds, 3; E. K. Caldwell, 3; two each: O. W. Bruton, L. D. Anderson, Marie Arnold, Jasper Thomas, Charles Stanley, Z. M. Dunbar, Hallie Welch, L. R. Langsford, Miss Freddie G. Draughon, W. L. Christopher, C. B. Crump, Octa Engleking, L. B. Hagerman, H. E. Jordan, Matilda Hoffman, Kathryn Risser, E. E. Bell; one each: Orville Coble, Grace Joachim, E. Hunt, Lillian Brooks, Florence Lyons, F. W. Bayless, J. W. Burns, F. E. Feyen, Ethel Holland, R. Helms, B. L. Kennedy, J. R. Moore, O. L. Ousley, F. C. Schmidt, R. L. Soper, Mabel Dwyer, J. B. Rogers, Helen Yates, C. H. Rice, J. H. Sadler, O. M. Simon, W. W. Shackelford.

Girls' Club, Springfield, Mo.

Two hundred and eight members of the Frisco Girls' Club, of Springfield, Mo., near December 1, signed a petition, circulated by Miss Marie Arnold, president of the club, requesting Hon. Sam C. Major, the member of the house of representatives, to use his influence to retain the Pullman surcharge. A wire concerning the signed petition was sent. The wire to Mr. Major was relative to proposed anti-surcharge legislation which may be considered by congress at the 1928-1929 short session.

Sunnyland Club, Kansas City

The Frisco Sunnyland Club recently passed a resolution that the Pullman surcharge should be retained and registered letters were sent by the club to Congressman George H. Comes and to United States Senators James

New Year Greetings From President Kurn

Dec. 21, 1928.

To All Frisco Employees:

As the New Year dawns, it is again my privilege to send heartiest greetings and best wishes to the 30,000 loyal workers of this company, who have so valiantly helped in making 1928 a successful year for our property and who I know will continue their splendid efforts during 1929.

Interwoven as are the interests of employes and the company they serve, it has been a great satisfaction to me to observe the aggressive and whole hearted co-operation which our fellow-workers have given the company in several undertakings during 1928. I have particular reference to the fine work done by our people in securing the 42,000 signatures to the petitions asking Congress for a fair and just regulation of the buses and trucks, and to their action in wiring their Congressmen urging those gentlemen to vote against the attempts to repeal the Pullman surcharge. It is within the memory of many railway officers when such co-operation from employes was only a dream, and am proud indeed that my fellow-workers on Frisco Lines have taken, and are taking, this rightful interest in the welfare of their property and themselves.

As you all know, 1928 saw the realization of a 79 year dream on Frisco Lines—the projection of our lines to tide-water. The completion of our \$13,000,000 building program to Pensacola, Florida, was indeed a red-letter event in the Frisco's history and we should all be proud that we had a part in a program which means so much to the future prosperity of our property.

Believe we are going into the New Year with good prospects for success. The oft-proven fact that we shall have the continued co-operation and support of our fellow-workers during 1929 is a heartening and satisfying knowledge.

To you and yours I sincerely wish the happiest and most prosperous New Year possible.

Yours very sincerely,



President.

A. Reed and Harry B. Hawes, all of Missouri, urging that they vote for retention of the surcharge should any proposed repeal of the surcharge be brought before congress.

Sapulpa, Okla.

The Frisco Employes' Club of Sapulpa, Oklahoma, did its bit in aid of the retention of the Pullman surcharge, when it sent messages, on December 1, to W. B. Pine, a United States senator from Oklahoma, and to T. K. McKeown, the congressman from the district in which Sapulpa is located, asking them to prevent repeal of the surcharge.

The club pointed out in its letter to Congressman McKeown that "It is our opinion that this surcharge is just and pays for special services rendered by the railway company which are not performed for day coach passengers"

Under date of December 7, Senator Pine wrote, stating that "freight rates should be reduced first, and you may be sure that I shall keep in mind your views when this matter comes up for action in the senate."

Congressman McKeown wrote, December 7, that "I will look into this matter and will give the same my careful consideration . . . keeping in mind the suggestions mentioned in your letter."

Joplin, Mo.

The statement that repeal of the Pullman surcharge, which may be attempted in the present session of congress, "would mean a further curtailing of (Frisco) jobs . . . bringing many old-time employes to a very bad predicament", was made by the Frisco Employes' Club of Joplin, Mo., in the letter the club sent, November 28, to Hon. Joe Manlove, congressman from the congressional district in which Joplin is located, asking him to favor retention of the surcharge.

The letter was sent by L. S. Baney, president of the club, in behalf of the approximately 250 Frisco employes at Joplin.

One of the best business meetings ever held by the Frisco Employes' Club of Joplin, Mo., was the session held November 20 at the Tenth Street freight station. Thirty persons, including visitors, were present.

Visitors who made talks included W. G. Wolfe, general agent, Pittsburg, Kans., and W. L. Coleman, division freight and passenger agent, Joplin. J. H. Douglas, freight agent at Joplin. The last thirty minutes of the meeting were devoted to general discussion of problems in connection with handling traffic.

FRISCO DAUGHTER GETS BUSINESS

To substantiate the often made statement that members of the families of Frisco employes solicit freight and passenger business for Frisco Lines, we quote the following letter from Miss Hattie Hale, daughter of check clerk at the Joplin, Mo., warehouse, which was addressed to Mr. J. H. Douglas, general agent at that point:

"In behalf of the Frisco Railway Company I secured five passengers to Kansas City, Mo., November 28, also returning over same line.

"All enjoyed the trip and the employes of the Frisco on the train we took were indeed very courteous the round trip.

"Names of passengers as follows: Miss Mary Stanfield, Miss Artie Stanfield, Miss Wilma Thomas, Miss Flossie Stringer and myself."

Madill, Okla.

The Frisco Employes' Club of Madill, Okla., sent, on December 6, a joint wire to Hon. W. B. Pine, United States senator from Oklahoma, and to Hon. Wilburn Cartwright, congressman from the congressional district in which Madill is located, requesting that these two members of congress use their influence to retain the Pullman surcharge, the proposed repeal of which may come before the 1928-1929 short session of congress.

Senator Pine wrote, December 8, in part as follows: "freight rates should be reduced first and you may be sure that I shall keep in mind your views when this matter comes up for action in the senate."

Congressman Cartwright wrote, December 8, in part as follows: "I have not had time to study the proposition, but at first thought I believe I am in thorough accord with you."

Chaffee, Mo.

Wires were sent December 4 by the Frisco Employes' Club, of Chaffee, Mo., to United States Senators H. B. Hawes and James A. Reed and to J. F. Fullbright, congressman from the congressional district in which Chaffee is located, asking these members of congress to use their influence to retain the Pullman surcharge.

Senator Harry B. Hawes, under date of December 5, wrote to the club in part as follows:

"While a member of the house I opposed any action by congress to

abolish this surcharge. I took the position that the matter or rate making is one for the Interstate Commerce Commission, which was created by congress for that purpose. In the event this measure is stressed at this session, I shall oppose it in the senate."

Sending of these wires was in accordance with a resolution passed by the club in session that night.

Clinton, Mo.

Traffic solicitation and courtesy were subjects of a talk delivered November 18, before the Frisco Employes' Club of Clinton, Mo., by its president, A. T. Laney, conductor and president of the club. Plans for the annual banquet of the club and its Auxiliary, to be held probably in February, were begun and President Laney appointed William Balke and C. O. Claiborne as the committee on arrangements with authority to select assistants.

This club meets jointly with the Auxiliary the afternoon of the third Sunday of each month.

Muskogee, Okla.

A car of freight a day was obtained for the Frisco by employes at Muskogee, Okla., for the twelve months preceding the meeting of the Frisco Employes' Club of Muskogee held November 12, despite competition with three other railroads, whose main lines run through Muskogee, it was brought out at this meeting.

Talks were made by the heads of various departments. General discussion included the subjects of solicitation of new and retaining of old business.

Thayer, Mo.

Non-Frisco visitors at the monthly business meeting of the Frisco Employes' Club of Thayer, Mo., held the night of November 19, when asked if they had any complaints against Frisco service replied that the service was very satisfactory. Members present who had not attended several meetings of the club were given an outline of what the club had been able to accomplish and what it hopes to accomplish.

Monett, Mo.

Through the instrumentality of the Frisco Employes' Club of Monett, Mo., every civic organization and numerous citizens of that city have communicated with the United States Senators from Missouri and Joe J. Manlove, the congressman from the congressional district in which Monett is located, urging them to oppose any effort made to repeal the Pull-