

**STATE 365 INDUSTRIES**

**of New Plants on Frisco  
lines in 1928 \$11,610,000**

The industrial department made a splendid showing for the year 1928, according to a recent report on activities for the past year by J. B. Hilton, industrial manager of St. Louis, Mo. The report shows that three hundred and twenty new industries were located on Frisco tracks, an increase of twenty per cent over the previous year. The total investment in plants and buildings is figured at approximately \$11,610,000. New spur tracks constructed number ninety-six and extended to existing tracks number seven, which involved an expenditure of \$1,000,000 on the part of the Frisco and \$11,000,000 on the part of the industries.

Businesses handled during the past year amount to a rental of \$8,062,000, as compared with \$9,920,000 last year, however, during the year 333 new leases and the issuance of old leases were

of the more important industries to locate plants on Frisco tracks are: Montgomery, Ward & Company at Ft. Worth, where approximately \$2,000,000.00 was invested; the mills at Jasper and Winfield, constructed by the Alabama Company, and the Aliceville, Ala., plant on which the Frisco has secured a great deal of inbound building material and machinery.

At Aliceville, the Pillsbury Flour Mills Company erected a large mill and elevator and is now preparing to ship in additional machinery to double the capacity of the mill.

Industries which warrant special mention include the Johnson-Randolph furniture plant at Festus, Mo.; the Engineering Company, St. Louis; Grinnell Company, St. Louis; Baker & Company at Enid; Wilkes Biscuit Company at Birmingham; Cudahy Packing Company at Birmingham; Baxter Chat Company at Baxter Springs, Kans.; T. J. Company's treating plant at Meridian, Miss.; Linde Air Products Company, Oklahoma City, and leases on the Universal Carloading and Distributing Company at Tulsa and Oklahoma City.

In addition to the above, prospective industries with a total capital outlay of several millions are now being given the active attention of the industrial department, negotiations for which will no doubt be closed during the few months of 1929.

On the whole, industrial activities on Frisco Lines show a marked increase, says Commissioner Hilton said.

**Missouri Governor Appoints Two Frisco Men  
"Colonels"**



COL. ARTHUR STOEHR



COL. J. E. HUTCHISON

A unique honor was conferred upon Frisco Lines and its personnel on December 23 by Henry S. Caulfield, newly elected governor of Missouri, when he appointed Vice President J. E. Hutchison, an employe Arthur Stoehr to the rank of Colonel on his personal staff.

Vice President Hutchison has been a personal friend of Gov. Caulfield's for many years. Mr. Stoehr, an employe of the accounting department in St. Louis was active in the Caulfield campaign. He has also attained civic prominence in St. Louis by his membership on the Citizens' Bond Supervisory Committee.

Both of the newly made "Colonels" donned their newly made uniforms and took part in the elaborate inauguration ceremonies at Jefferson City, Mo. on January 14.

The Frisco photographer caught them just prior to the ceremony, and the photographs accompanying show Colonel Hutchison and Colonel Stoehr in "full regiments".

**OKMULGEE EMPLOYES SEND  
GREETINGS**

Under the leadership of G. A. Brundage, general agent at Okmulgee, Okla., employes of that thriving southwestern city broadcast attractive Christmas cards to friends and patrons of Frisco Lines in their territory during the recent holiday season.

The cards were attractively printed in two colors with the usual picture of "Santa Claus" and the greeting "Merry Christmas", and contained the following sentiment:

*"The spirit of the Season prompts us to wish you increased happiness and prosperity the coming year.  
"May your business dealings with others be as pleasant as ours have been with you."*

A Frisco Lines insignia in red and white appears at the bottom of the card.

President Kurn forwarded the card to the Magazine department with a

**RAILWAY BOWLERS  
COMPETE**

Frisco bowlers are entitled to enter the eighth annual tournament of the American Railway Bowling Association, to start March 23, 1929, at the Bensinger-Congress Alleys, Chicago. E. W. Hampton, secretary, 6034 Stony Island Avenue, Chicago, will be glad to supply information. Entry blanks are ready and entries close March 4.

Starting in 1922 with the entry of 134 five-men teams, this tournament has grown to be the world's largest sporting event solely for railroad men. The prize list is very liberal and so arranged that the bowler with a small average has a chance to be among the winners.

note of commendation for the loyalty which prompted employes to print and distribute the cards.

## SNYDER MADE TRAFFIC MGR.

### Additional Traffic Department Changes Announced During January

**H** G. SNYDER, formerly agent at Seventh Street Freight Station, St. Louis, and later special representative of the general manager's office at Springfield, was appointed traffic manager for Frisco Lines at Oklahoma City, effective January 1, S. S. Butler, general traffic manager, announced.



HUGH G. SNYDER

Mr. Snyder has made the following Oklahoma City appointments: L. W. Price, formerly division passenger agent, becomes general agent; M. G. Buffington, commercial agent, becomes assistant general agent; R. O. Hopkins, city passenger agent, becomes assistant general agent; R. F. Hughes, traveling freight agent, becomes traveling freight and passenger agent and J. L. Douglas, traveling passenger agent becomes traveling freight and passenger agent. The men assumed their new duties January 1.

D. F. McDonough, traffic manager for Frisco Lines at Birmingham, in a bulletin issued January 1, made the following appointments:

J. C. Midyette, formerly district freight and passenger agent at Jacksonville, Fla., was made general agent at that point; H. F. Stender, formerly traveling freight and passenger agent out of Birmingham, will serve in that same capacity out of Jacksonville; C. E. Bowen, chief clerk in the traffic department at Birmingham, succeeds Mr. Stender.

The promotions were made following the resignation, January 1, of C. C. Mosley, formerly general agent at Jacksonville.

## For Meritorious Service

### NORTHERN DIVISION

Superintendent W. H. Bevans reports the following cases of meritorious service:

L. A. Heinrich, conductor, and S. V. Frye, brakeman, both of Fort Scott, Kans., noticed and reported a broken rail as their caboose passed over it. The personal record of each man has been credited with ten merit marks.

Cecil Lynch, brakeman, Fort Scott, Kan., discovered and tied up where it would do no damage, an iron brace that was projecting from a car of scrap iron. The brace had knocked down four switch lamps at Quapaw before Mr. Lynch discovered the projecting brace at Baxter. He has been commended.

P. L. Anderson, brakeman, Fort Scott, Kan., discovered a broken arch bar on an empty tank car and had the car set out. His personal record has been credited with five merit marks.

G. M. Christy, conductor; J. J. Galyon and Lyman Harbin, brakemen; F. M. Galloway, engineer, and George Archer, fireman, all of Neodesha, Kan., after J. W. Miller, conductor on extra west, advised them that there was broken rail at MP 497-4, took their train, 334 to that point, found about nine inches of rail broken out at a joint, found the piece of rail down the fill, wedged it in the track with track spike and a wooden wedge and proceeded with their train, which was not delayed more than ten minutes. The personal record of each of these men, including Conductor Miller, has been credited with five merit marks.

### RIVER DIVISION

Superintendent J. A. Moran reports the following cases of meritorious service:

W. E. Dailey, section foreman; A. M. Orlee, section foreman, and F. X. Schumacher, agent, all of Hayti, Mo., assisted in putting out a fire in cotton in a Frisco freight car. They have been commended.

Glenn Young, brakeman, has been commended for discovering and calling conductor's attention to sharp flange on a Frisco freight car. Mr. Young was a brakeman on passenger train 801 at the time. Mr. Young has been commended.

T. Y. Adkins, section foreman, and Dennis Rodgers, John Rodgers and Hiram Robinson section laborers, have been commended for interest shown by them in connection with a fire at Benton, Mo.

### CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following cases of meritorious service:

R. T. Lewis, conductor; J. Brodbeck and C. J. Southern, brakemen, have been commended for reloading ties which had shifted on a car.

A. K. Smith, conductor, and E. Milburn and J. E. Hammons, brakemen, have been commended for service they rendered by handling train 751 short handed, when the engineer became ill. One of the brakemen fired the engine.

D. W. Wright, brakeman, fired an engine when the engineer became ill on the line. The personal record of Mr. Wright has been credited with ten merit marks.

H. C. Rotherum discovered a broken wheel. His personal record has been credited with five merit marks.

B. J. Mooney, brakeman, discovered a broken wheel. His personal record has been credited with ten merit marks.

R. M. Clark, agent, has been commended for co-operation given the Western Union Telegraph Company in delivering a death message to the inland town of Muse, Okla.

### EASTERN DIVISION

Superintendent E. L. Magers reports the following cases of meritorious service:

A. W. Sigler, conductor, and T. B. Holder and H. W. Balldock, brakemen, pumped and carried water to engine 662, when this engine was stuck in snow two miles north of Raymore, Mo., January 5, which permitted keeping the engine with steam up during the time it was standing and saved considerable time in opening up the track. These men have been commended.

H. C. Franklin, brakeman, Springfield, Mo., went down into the water tank at Wishart, Mo., on a very cold day and removed from under the valve an obstruction which had almost emptied the tank. He has been commended.

### BIRMINGHAM TERMINALS

Superintendent J. W. Skaggs reports the following cases of meritorious service:

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**FOR MERITORIOUS SERVICE**

(Continued from Page 20)

service:  
 R. T. Chapple, fireman, found a radial buffer floating block in the Ninth Avenue yard, brought the block to the East Thomas, Ala., roundhouse and turned it over to the roundhouse foreman. The personal record of Mr. Chapple has been credited with five merit marks.

R. M. Anthony, switchman, discovered a partly-loaded freight car moving as an empty. His personal record has been credited with five merit marks.

**WESTERN DIVISION**

Superintendent W. R. Brown reports the following cases of meritorious service:

Howard Halton, brakeman, Enid, assisted in a baggage car after regular baggageman suffered an injury, causing delay to the train. His personal record has been credited with ten merit marks.

C. E. Wright, agent, Hobart, discovered a broken rail in a yard track at Hobart. He has been commended.

W. C. Stewart, section foreman, Hobart, detected a brake beam down. He has been commended.

B. L. Cosner, conductor, Enid, has been commended for extraordinary effort put forth by him to give assistance to a passenger who became ill. Mr. Cosner obtained medicine and gave the ill man much aid.

J. A. Pitts, cashier, Vernon, Texas, through courtesy he extended and his diplomatic handling of a prospective passenger, obtained the sale of a ticket to that person, via Frisco to St. Louis. The passenger was going to New York, N. Y. Mr. Pitts has been commended.

**TULSA TERMINALS**

Superintendent O. L. Young reports the following cases of meritorious service:

Bernard Mulrenin, yard clerk, discovered a carload of flour listed as an empty. His record has been credited with five merit marks.

Lannie Lockhart, switchman, when going up to switch oil, found oil boiling out of pipes and reported this condition to the roundhouse foreman. Mr. Lockhart's personal record has been credited with five merit marks.

George Winters, engine foreman; L. [unclear] engineer; W. W. Manning, [unclear] switchman; H. B. Bankston, switchman; and R. L. Cunningham, fireman, discovered a fire in caboose No. 876, went into it and put the fire out. The personal record of each of these men has been credited with five merit marks.

*The "Old Pard" congratulates you upon having weathered so many years of service, and wishes for you good health, happiness and continued prosperity in the forty-ninth year since this appointment.*

*H. E. Lamb, Worthington, Minn.  
 December 27<sup>th</sup> 1928.*

**Chicago & Alton Railroad**

**JACKSONVILLE DIVISION.**

Superintendent's Office,

Roadhouse, January 20th, 1880.

Mr. J. E HUTCHINSON is appointed Assistant Train

Dispatcher of the Jacksonville Division.

T. M. BATES,

Superintendent Jacksonville Division.

Approved:

C. H. CHAPPELL,

Ass't Gen'l Superintendent.

*"73 Old Pard"  
 Jim*

Forty-nine years ago the twentieth of January, a young operating employe of the Chicago and Alton railroad viewed proudly the circular announcing his first "official" position. That employe, J. E. Hutchison, just promoted from operator to assistant train-dispatcher (which meant trainmaster), then picked up his pen and wrote the "73 Old Pard" which you see at the bottom of the announcement printed herewith, and sent it to his old friend H. E. Lamb, a former C. and A. employe who had left the service a short time before to work for the Great Northern.

Forty-nine years passed and J. E. Hutchison had become vice president in charge of operations of Frisco Lines.

Up in Minnesota H. E. Lamb saw mention of his name in press dispatches. Digging up the ancient circular he sent it back to Mr. Hutchison with this sentiment across the top: "The 'old pard' congratulates you upon having weathered so many years of service, and wishes for you good health, happiness and continued prosperity in the forty-ninth year since this appointment."

**OPEN POPLAR BLUFF DEPOT  
New \$100,000 Building Dedicated  
at Ceremonies December 28**

**E**VINCING great interest in the Frisco's newly constructed depot, nearly 1,500 citizens and Frisco employes of Poplar Bluff, Mo., attended the dedication ceremonies held December 28 in the new structure. The building was completed Christmas week, at an estimated cost of \$100,000.

The baggage room was gaily decorated in holiday trimmings and an improvised platform at the south end served to accommodate the speakers and the orchestra.

Geo. H. Windsor, division freight and passenger agent at that point, arranged the varied and interesting program, while L. A. Gibson, president of the Frisco Employes' Club of that city, introduced the numbers. The entire expense of the program, which included the orchestra, was paid by the Club.

Mr. Gibson introduced the first speaker of the evening, J. A. Moran, superintendent of the River division, who formally presented the station to the Mayor. In his remarks, Mr. Moran outlined the story of the building of the structure, from the time ground was broken, until its completion, and emphasized the hearty support which the citizens had given to the railway officials. Mayor J. W. Berryman accepted the station in the name of the people of Poplar Bluff and assured the Frisco officials of his desire to cooperate in any way that either he or the city could in furthering Frisco interests.

Dr. C. B. Coleman, vice-president of the Chamber of Commerce, voiced the sentiments of members of that body and tendered congratulations to the Frisco on the new edifice.

Mrs. Claude Marshall furnished a delightful vocal solo, accompanied on the piano by Mrs. B. K. Flanery, both well known in musical circles of Poplar Bluff. Miss Martha Moore, associate editor of the *Frisco Magazine*, expressed the congratulations of the *Magazine* and publicity departments, and concluded her remarks with two readings.

W. B. Wells, assistant traffic manager, and J. C. Lovrien, assistant general passenger agent, both of St. Louis, offered the congratulations of officers of St. Louis to the people of Poplar Bluff.

H. E. Johnson, an employe of the old Frisco at Poplar Bluff when it was known as the Missouri Southern & Arkansas, gave a bit of interesting history about old times. He has many friends in Poplar Bluff and was an

**J. T. FITE PROMOTED**

The retirement of John Forster, mechanical inspector, and former master mechanic of Frisco Lines at Kansas City, brought about several changes, effective January 1.



J. T. FITE

Mr. J. T. Fite, who for the last fourteen years has been serving Frisco Lines as general foreman, passenger car department at Springfield, succeeded Mr. Forster as mechanical inspector.

John Hayes who served under Mr. Fite as foreman, took his place. Mr. Hayes has been inspecting the Frisco's new equipment which has been built in eastern plants.

H. E. Bader, who has served Frisco Lines for a number of years took Mr. Hayes' place.

honor guest on the speakers' platform.

Following the program, the guests danced on the newly waxed baggage platform.

Carnations, donated by the publicity department of Frisco Lines of St. Louis, were distributed at the door. A radio, installed for the occasion by the Dalton-Baldwin Company of that city, furnished music in the waiting room.

The station is of the latest modern design of Spanish Mission architecture. The interior is beautifully finished in oak, with waiting room accommodations of the latest devices. The station was formally opened for passenger service at 2:00 p. m., December 29, and the freight station was opened for business on Monday, December 31.

Representatives of the road, present at the celebration, included the following: J. A. Moran, superintendent; Earl E. Nixon, master mechanic;

**IN THE FRISCO HOSPITAL**

The following list contains the names of patients confined in the Frisco Employes' Hospital in St. Louis as of January 15, 1929. They will be glad to hear from their friends:

- Joe Hipp .....Wheatland, Okla.
- George Barney .....Pleasanton, Kans.
- George Morie .....Chaffee, Mo.
- Walter Stamper.....Memphis, Tenn.
- James Davis.....Oswego, Kans.
- Wm. Sprohs .....Springfield, Mo.
- W. S. O'Brien ..... Springfield, Mo.
- Cloud Dougherty .....Chaffee, Mo.
- E. G. Sperry ..... Ft. Smith, Ark.
- Walter Hazen .....St. Louis, Mo.
- John Daly .....St. Louis, Mo.
- Clarence Ellison ..... Ravenden, Ark.
- R. A. Gerard .....Kansas City, Mo.
- C. E. Kenny..... Enid, Okla.
- Triphon Mortier .....Kansas City, Mo.
- Joe Russell .....St. Louis, Mo.
- Dave Wilson .....Newburg, Mo.
- J. A. Beck .....Thayer, Mo.
- J. J. Harrington .....Jonesboro, Ark.
- George McGregor .....Kansas City, Mo.
- Dana Fields .....Enid, Okla.
- James E. Poe..... St. Louis, Mo.
- John Ottley.....Olathe, Kans.
- R. B. McClain .....Kansas City, Mo.
- Edw. Frashe .....Birmingham, Ala.
- G. B. Bedwell .....Kansas City, Mo.
- Robt. Collett .....St. Louis, Mo.
- W. E. Dold .....Memphis, Tenn.
- Jas. McGuire.....Ashdown, Ark.
- Claude Moore .....Newburg, Mo.
- W. A. West.....Enid, Okla.
- G. W. Buckalew.....Memphis, Tenn.
- A. J. Maulding.....Seneca, Mo.
- Ivan C. Cassil..... Ft. Scott, Kans.

J. A. Barrett, road foreman of equipment; J. W. Claiborne, assistant superintendent; F. W. Reick, roadmaster; E. L. Brand, division engineer; Geo. Fowler, general car foreman; W. H. Pryor, general water service foreman, and Paul Krueger, secretary to Mr. Moran, all of Chaffee; W. B. Wells, assistant traffic manager; E. C. Stephens, architect; J. C. Lovrien, assistant general passenger agent, and Miss Martha Moore, all of St. Louis.

**JOHNSON HEADS KIWANIS**

H. W. Johnson, car accountant of Frisco Lines at Springfield was honored on the night of January 11 when he was installed as the newly elected president of the Kiwanis Club of Springfield, Mo.

The Kiwanis Club is one of the leading civic clubs of that city with an active membership of 125 and holds luncheons weekly.

**"FRISCO DAY" AT JOPLIN**

State Traffic Club Honors the Frisco Lines at Banquet, Jan. 15.

OFFICIALS of Frisco Lines were guests of honor at the "Frisco Day" banquet of the Tri-State Club, given at the Connor Hotel, Joplin, the night of January 15. More than 300 representatives of railroads, shippers and other business interests attended. Co-operating with the club in the event were the Joplin Chamber of Commerce and the Tri-State Lead and Zinc Ore Producers' Association.

Samuel S. Butler, St. Louis, general manager, was the principal speaker. J. R. Koontz, vice-president, J. E. Hutchison, vice-president, operation, both of St. Louis, delivered addresses.

Butler declared that the "solution of all traffic problems lies in a mutual understanding of them." He said in part:

"The traffic clubs of this country are doing more to bring the public, shippers and railroads together than any other agency I can name. The interests of the shippers and the railroads—and of the public, for that matter—are identical and through this co-operative effort represented tonight by your association the transportation problems of this nation are nearer solution than ever before. We men are more familiar with the subject of transportation and the conditions and needs than any other organization. You have studied this vital phase of your business. I think that the crystallized view of a traffic club, or a group of traffic clubs, on any matter concerned with national transportation problems, should be correct and very valuable.

"There is a country of vast distances. We possess but few water transportation facilities; we are almost wholly dependent upon railroad transportation. Since that is the case, the railroads must rank as a vital factor in national prosperity and every effort you do toward bettering rail transportation and aiding it to find high levels of service is a service rendered to yourself and the public of whom you are a part."

President Koontz voiced a plea for recognition of the railroads and shippers as major contributing factors toward American prosperity. He called attention to the "masters of transportation," pioneer leaders in the movement of the nation, and urged the wisdom of considering railroad management a profession requiring its own peculiar attributes of skill and training. Vice-president Hutchison spoke of the conditions under which railroads la-

**PENSACOLA GREAT FISH CENTER**

A fish industry of large proportions may be found at the Frisco's port city, Pensacola.

According to present records the investment in boats, packing houses, buildings and equipment is more than \$1,000,000, and approximately ten million pounds of fish are sent from Pensacola to markets throughout the entire United States.

Pensacola Bay is one of the few ports in the world from which red snapper may be fished. A fleet of about fifty schooners carrying a crew of from eight to ten men go to the famous Campechee banks on regular schedule from Pensacola, and after fishing for approximately three weeks bring back carefully preserved cargoes caught from water as much as 600 feet deep.

Red snapper fish are shipped in great quantities to San Francisco, where they are bought for Japanese religious feasts which require this kind of fish.

Mullet, grouper, spanish mackerel, pompano, blue fish, flounder, carvelle, porgies and a few "red fish" are among the other varieties found and handled in varying quantities. Shrimp are plentiful, but no effort has been made to stabilize this industry.

labor at the present time, instancing bus and truck competition, with railroads paying taxes which help build and maintain highways over which their bus and their truck competitors operate; waterways competition and the inability of railroads to curtail service in proportion to their decrease in passenger traffic.

Scott A. Fones, club president, was toastmaster and introduced local and district officials of the Frisco to open the program. He then turned the gavel over to T. J. Franks, former Frisco official, who introduced the guests of honor at the speakers' table and the speakers in turn. The American Legion quartet, of Miami, Okla., was well received in a program of vocal numbers during the dinner.

Besides a great many Frisco officers, representatives of the following railroads were present: Santa Fe, Missouri Pacific, Kansas City Southern, Missouri-Kansas-Texas, Kansas, Oklahoma and Gulf, Pennsylvania, Northeast Oklahoma, Southwest Missouri, Baltimore & Ohio, New York Central, Chesapeake & Ohio, Southern Pacific, Chicago & Alton, Texas & Pacific and the Seaboard Airline.

J. M. Kurn, St. Louis, president of the Frisco, was prevented by a slight illness from fulfilling his engagement to attend the banquet.

**C. O. McCAIN PROMOTED Succeeds W. C. Smith As Freight Agent at Springfield Jan. 1**

C. O. McCAIN, formerly general agent at Ft. Scott, Kans., arrived in Springfield January 1 to assume his duties as freight agent at Springfield, succeeding W. C. Smith, who was retired on pension December 31. E. A. Miller of Blackwell, Okla., succeeded Mr. McCain at Ft. Scott.



C. O. McCAIN

Mr. McCain's first job was as bobbin boy in a woolen mill at Carthage, Mo. In 1901 he landed at Bourbon with his savings of \$85.00 in his pocket and started to work as janitor in the Frisco station and also got a chance to study telegraphy after working all day. In about three months the agent was transferred to Sullivan, but Mr. McCain remained, doing a great deal of the station work and finally after a few months was assigned a salary of \$10.00 a month.

In 1902 he was called to St. Louis, examined and given the position of night operator at Valley Park. He also worked as extra operator at Pacific, Cuba and Sullivan. He was transferred to Newburg in 1905 and then to Marshfield where he remained for three years.

From there he was sent to Lebanon where he remained thirteen years and in 1923 was transferred to Paris, Texas, as joint agent for the Frisco and Santa Fe. On December 1, 1926, he was transferred to Ft. Scott as general agent.

Willie: Pop, what do they mean by "the quick, or the dead"?

Father (absentmindedly): Automobilists and pedestrians, my boy!