

BUY MINING PROPERTY

Frisco Acquires Miami Mineral Belt Railroad Company July 31

FURTHER strengthening its holdings in the tri-state lead and zinc region, the St. Louis-San Francisco Railway Company announced on July 31 that it had acquired control of the Miami Mineral Belt Railroad Company through the purchase of its capital stock, pursuant to authority heretofore given by the Interstate Commerce Commission. The arrangement became effective at midnight, July 31.

The Miami Mineral Belt Railroad comprises a main line from Quapaw, Okla., to Baxter Junction, Kans., via Picher, Okla., a distance of approximately 11 miles, together with 29 miles of spur tracks and sidings. The road connects with the Frisco at Quapaw and at Baxter Junction.

The Frisco announced the property will continue to operate under the name of the Miami Mineral Belt Railroad Company.

Following are the officers of the Miami Mineral Belt Railroad Company: C. C. Kratky, president, St. Louis; Ben Franklin, vice-president, Oklahoma City, Okla.; R. M. Culp, secretary and treasurer, St. Louis; H. M. Levy, superintendent and chief engineer, Picher, Okla.; R. V. Hart, general auditor, St. Louis, and M. E. Walsh, traffic manager, Miami, Okla.

DAHLIA SOCIETY TO MEET

Members of the Ozark Dahlia Society, organized in April, 1928, are preparing for their annual fall show to be held in the Shrine Mosque, Springfield, Mo., September 20, 21. A committee consisting of F. R. Holaway, Z. M. Dunbar (of Frisco Lines, Springfield), W. P. McKinley, W. A. Bangs and Arthur Erke has been appointed to perfect arrangements.

During the 1928 show more than 10,000 blooms were on exhibition, ranging from one inch in diameter to ten inches. The Ozark region does not only produce the best fruits in the world, but the show proved that it also produces good dahlias.

Many valuable prizes were awarded to the amateurs and considerable interest is being manifested in the growing of better dahlias each year.

At the regular meeting, members of the dahlia society discuss cultivation, spraying, budding and other things in an educational way for the benefit of dahlia growers. There are approximately 90 members of this society who will compete for the valuable prizes to be distributed for the best dahlias shown in the 1929 show.



A view of the new passenger station at Frisco City, Alabama, which was formally opened recently.

OZARKS ON KMOX

Frisco Employes' Speech on Pierce Petroleum Company Hour

SEVERAL Frisco employes of the St. Louis general offices have spoken over radio station KMOX during the "Know Your Ozarks" hour sponsored by the Pierce Petroleum Corporation and other Frisco employes of St. Louis are to speak in this program, which is on the air every night except Tuesdays at 9 o'clock.

The Pierce Petroleum Corporation is trying to induce firms in and near the Ozark Mountains to use the words "Know Your Ozarks" on their letterheads, as a slogan.

This slogan, said Keith McCause, formerly state game and fish commissioner for Missouri and now director of the "Know Your Ozarks" hour "is a challenge to Ozarkians and an invitation to others."

Among Frisco employes who have spoken on the "Know Your Ozarks" hour are: J. H. Livingston, milk traffic agent; W. L. Huggins, Jr., director of publicity and editor of *The Frisco Employes' Magazine*; Miss Martha C. Moore, associate editor of the *Magazine* and J. B. Morrow, colonization agent, all of St. Louis, and A. J. McDowell, Springfield, Mo., dairy agent for the Frisco.

The wave length of KMOX is 275.3 meters and the frequency is 1090 kilocycles.

A Cutting Reply

Barber: Is there any particular way you'd like your hair cut?

Customer: Yes, shorter.

ACCIDENTS ON DECREASE

During the first six months of 1929 casualties among Frisco employes totaled 1,566, compared with 1,683 during the first six months of 1928, a decrease of 7.1 per cent for the period, according to a report issued by H. W. Hudgen, Springfield, Mo., director, accident prevention for Frisco railway.

Of the casualties for the first six months of 1929 six were deaths and 1,560 were injuries. This compares with four deaths and 1,683 injuries during the first six months of 1928.

In the 1929 period one death was caused by falling material, one by operating a section car, two by falling from railments and two by being knocked down by locomotives or cars.

Following were the causes of injuries: Handling material, handling tools, eye injuries, falling material, stumbling and slipping, operating section cars, burns, getting on or off cars, machinery, falling, driving, pulling track spikes, nail punctures, opening car doors, defective material, operating hand brakes, coupling, derailments, handling station trucks, infections, throwing switches and rails, rough-handling of cars, tripping and collisions, cleaning locomotives or cars, taking water on locomotives, hit by automobiles at crossings, falls from scaffolds. Handling material caused the greatest number of the accidents, 350.

"But you guaranteed that the watch would last me a life time."

"I know—but you didn't look healthy the day you bought it."



Homemakers' Page



Hints on Decorations for Fall Events

DURING the summer and fall, community affairs of all kinds call for decorations. Almost any one of the members of the Frisco Clubs may be asked to assist with the decorating and if they pride themselves upon that spirit of co-operation that makes up the best communities, they cannot shirk the task.

Whether the work centers around decorations for a club house, booths for the annual lawn social, fair, or the trimming of an automobile, it is natural to wonder just where to begin, if that kind of work has never been done before.

The work is not difficult. Like any similar task, a few underlying principles govern the procedure. If some general facts concerning decorating have been given, understanding of how the materials are to be used and handled to the best advantage, then decorating ceases to be tangled with problems and becomes real fun.

The first thing to remember when doing such work is to always strive for effect, remembering that such decorations are viewed from a distance. Use large splashes of color whenever possible, and if flowers or foliage are to be used, make them of exaggerated sizes with no details beyond the general shape and color.

Crepe paper is without a doubt the most effective material to use and the least expensive. Cheap, unbleached muslin as a foundation over automobiles or over the framework of booths is often necessary, too, and for tools, all that is needed is a pair of large, sharp scissors, a hammer, plenty of pins, tacks, paste and wire.

The color scheme is most important and colors should be tested carefully to give the best effects. Whether they are to be used under artificial light or in the daylight is important. Avoid dark colors whenever possible and if one must be used, combine it with a predominance of a lighter color.

If your community is planning a bazaar or a lawn fete, the booths are most important and must be gayly decorated. These booths may be all

alike with flower trimmed arches or vines on lattice work. When the frame-work of the booths is in place, it is well to first cover the rough wood of the frame with wrapping paper. In covering the frame, cut the paper in strips and wind these around the laths. A piece of unbleached muslin tacked around the table, extending almost to the floor, makes a good foundation when decorating.



If called upon to decorate a float, or to trim a car for a parade, the first thing to do is to decide as nearly as possible how the car is desired to appear when finished. Make a sketch if possible.

A framework of laths or compo-board is usually required for large trucks. And to form the heads of animals or birds, firm wires should be used or the outlines may be made of compo-board or heavy pasteboard. These are covered with muslin, stretched tightly, and then the crepe paper is either fringed or crushed and pasted over this.

A passenger car presents more problems to a decorator than a commercial truck, because there are so few places that afford means of attaching the decorations. To overcome this, and to prevent scratching the car, the body is usually covered with inexpensive muslin. This may be sewed or pinned or fastened with gummed cloth tape. The effect of

the finished decoration depends on the tightness and smoothness of the cloth foundation, so care must be taken to have this part of the work well done.

Of course, decorations may be arranged without a foundation when a simple, quick trim is needed. In such cases, festoons or streamers are most satisfactory, and these should be tied securely in place to any projections on the car.

A complete set of instructions on the decoration of halls, booths and automobiles or a book on money-making bazaars may be secured by sending 10 cents in stamps to the Dennison-Craft Service Department, 929, 62 East Randolph Street, Chicago, Illinois.

POINTS ABOUT FRUIT

The natural food values to be obtained in fruit have been known for many years by man but they have never been as carefully analyzed as by modern scientists, according to the National Dairy Council, an organization promoting health and child welfare.

The following facts about fruit have been summarized:

Oranges, lemons and other citrus fruits contain large quantities of Vitamin C.

Fruit contains natural sugars; they should replace candy as far as possible.

Fruit helps to counteract acid condition in the blood.

Fruit contains minerals which make rich blood.

Fruit, because of its beauty and flavor, increases appetite.

Fruit, especially figs, dates, prunes, etc., and apples, are laxatives. Apples, too, are good for the teeth.

The juices of fruit when taken in quantity are useful in the treatment of colds.

Certain fruit juices mixed with milk make an excellent summer drink.

The tomato, technically speaking, is a fruit and contains Vitamins A, B and C in generous amounts, especially Vitamin C. Strained tomato juice, raw or canned, may be used in place of orange juice for this factor.



The Pension Roll

CHARLES EDWARD TEETER, general foreman B&B, Eastern Division, was retired from active service June 30, 1929, due to total disability. He is 67 years of age, born September 9, 1862, at Dayton, Ohio.



C. E. TEETER

He attended the schools near his home, but came to Springfield in 1882 and worked as a carpenter for several years before coming to the Frisco in 1896 as a B&B carpenter. He was promoted to the position of bridge and building foreman and in July, 1920, and later to the position of general foreman bridge and building which position he held until his retirement. In 1885, he was married to Miss Jennie Dishman of Strafford, Mo., and to them was born one daughter. Mr. and Mrs. Teeter reside at 1104 Prospect Street, Springfield. Continuous service of 33 years and one month entitles him to a pension allowance of \$86.00 a month, effective from July 1, 1929.

WILLIAM KEELER HEDGES, locomotive engineer, Eastern Division, was retired from active service March



W. K. HEDGES

6, 1929, due to total disability. He is 63 years of age, born March 20, 1866, at Davenport, Iowa. He attended school at Albion Seminary, Albion, Iowa. His first position with a railroad was in Denver where he served the Union Pacific as roundhouse helper. He fired on the Santa Fe from 1894 until 1897, when he was promoted to engineer. He served the Colorado Southern from 1900 to October, 1901, when he came with Frisco Lines as a locomotive engineer on the Rolla District. On December 13, 1907, he married Laura Francis Kinkerd of Gasconade County, Mo., and to them were born two sons and a daughter. Mr.

Four Frisco Lines veteran employes, with combined service of 103 years and 11 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held July 19, 1929, at the St. Louis office.

and Mrs. Hedges reside at 7003 Penrod Avenue, St. Louis. Continuous service of 27 years and 4 months entitles him to a pension allowance of \$74.40 a month, effective from July 1, 1929.

WILLIAM LEANDER TEEPLE,

hostler, Kansas City, was retired from active service June 10, 1929, due to his having reached the age limit. He is 70 years of age, born January 15, 1859, at Roodhouse, Ill. His first railroad position was that of lineman with the C&A Railroad. He was later promoted to fireman and then to engineer and on October 5, 1905, he



W. L. TEEPLE

came with Frisco Lines as an engine inspector at the Kansas City roundhouse, Kansas City. On July 29, 1909, he took the position of night roundhouse foreman where he remained until July 9, 1915, when he accepted the position of day inside hostler. His entire service has been at the Kansas City roundhouse. On October 23, 1888, he was married to Clara Belle Moore of Roodhouse, Ill., and to them were born two girls and one boy. Mr. and Mrs. Teeple reside at 4540 Genesee Street, Kansas City, Mo. Continuous service of 23 years and 7 months entitles him to a pension allowance of \$32.20 a month, effective from July 1, 1929.

GEORGE McLAUGHLIN, locomotive engineer, Southern Division, was retired from active service June 30, 1929, due to his having reached the age limit. He is 70 years of age, born June 26, 1859, at Pearmont, Ind. At the age of 15 he was employed as water boy on a work train, but gradually worked his way up to the position of engineer. He served various railroads in the east in the capacity

of engineer, coming with Frisco Lines February 16, 1902, on the Southern division. On July 1, 1900, he was married to Miss Annie Kern of Chicago and to them were born three daughters. Mr. and Mrs. McLaughlin reside at 1512, 13th Avenue, Birmingham, Ala. Continuous service of 27 years and 11 months entitles him to a pension allowance of \$45.35 a month, effective from July 1, 1929.

In Memoriam

WALTER ASTON NOBLEMAN

WALTER ASTON NOBLEMAN pensioned engineer died at Springfield, Mo., August 4, 1929. He was born May 25, 1848, at Centralia, Ill., and entered service as locomotive fireman, Eastern division. He was promoted to the position of engineer January, 1883, and served in that capacity until his retirement due to disability in August, 1913. His pension allowance was \$20.00 a month and during his lifetime he was paid a total of \$3,700.00.

CHARLES L. STANLEY

CHARLES L. STANLEY, retired Frisco engineer, who was kidnaped August 1, was found shot to death later the same night, eleven miles east of Springfield. When taken captive Stanley was standing in front of the Frisco general offices at Springfield. A Ford automobile drove up and occupants asked him the direction to Joplin. The man in the machine then grabbed Stanley and pulled him into the car, blindfolding him. Springfield police learned he was held captive for thirty-six hours near Springfield. He had \$1,200 and a gold watch when kidnaped. He entered Frisco service as a fireman on the old Memphis Line in August, 1890, and worked later as engine dispatcher and engineer, and at the time of his retirement was night roundhouse foreman at Bacone, Okla. He was retired on August 20, 1928, due to disability. His pension allowance was \$74.30 a month and during his lifetime a total of \$594.40 was paid.

JAMES WALKER PAUL

JAMES WALKER PAUL, pensioned locomotive engineer died at

home in Odessa, Mo., July 26. He was born December 16, 1862, near Madison Court House, Va., and entered the service of the Frisco as a locomotive fireman on the old Memphis Line in October, 1889, later being promoted to the position of engineer. He served in this capacity until his retirement on January 27, 1928, which was due to disability. His pension allowance was \$59.85 a month and during his lifetime he was paid a total of \$957.60.

JESSE E. CHAPMAN

JESSE E. CHAPMAN, timekeeper at the Springfield West shops, was drowned in James river, southeast of Springfield on July 28, when he attempted to rescue his cousin, John Bischoff, who had accompanied him and Mrs. Chapman to the river.

After the party had reached the river, Bischoff quickly got into his bathing suit and started wading in shallow water. He stepped into a deep hole and being unable to swim, called for help.

Mr. Chapman, standing on the bank with his wife, quickly doffed his clothes and jumped to his assistance. A strong eddy took Chapman in its grip so that he never reached Bischoff. His own efforts to get out of the power of the water proved futile.

Mr. B. E. Keltner of Springfield was the first to reach the scene after hearing Mrs. Chapman's screams and it was he who dived to recover her husband's body. It was brought up in fifteen minutes. The body of Mr. Bischoff was not recovered for an hour and a half.

R. E. MILLER DIES

Bridge Engineer Succumbs to Uremic Poisoning July 23

RALPH EDWIN MILLER, bridge engineer for Frisco Lines died at the Frisco's St. Louis Hospital July 23, 1929, from Uremic poisoning. He was born at Mt. Pleasant Township, Washington County, Pa., February 27, 1878, the son of John Montelth and Agnes White Miller and was of Scotch-Irish ancestry. He was one of eight children and he had a twin sister, Janet Eleanor who died July 23, 1904.

Mr. Miller was educated at Washington and Jefferson College where he was graduated with the degree of B. S. and with a Magna Cum Laude grade on June 23, 1899. He took an active interest in athletics being a track team runner and an expert swimmer. He won several prizes in



RALPH EDWIN MILLER

Latin and German and excelled in mathematics.

Following his graduation he secured work as chainman on the Pitts Fort Wayne and Chicago Railway where he remained from July 1, 1899, to January 1, 1900. From the latter date to May 14, 1900, he was transitman with the Pittsburg Coal Company and from May 14, 1900, to July 23, 1906, he was structural draftsman and designer for the Riter-Conley Manufacturing Company of Pittsburg, Pa. From July 23, 1906, to August 13, 1907, he was Bridge Draftsman in the office of the engineer of structure New York, Central and Hartford Railroad, and from August 13, 1907, to April 1, 1911, he was assistant engineer of bridges for Frisco Lines. He was given the title bridge engineer on April 1, 1911, and held this position until his death.

Mr. Miller was a bachelor and resided at 5806 Clemens Avenue, St. Louis. He was 51 years of age at the time of his death.

**R. B. HENNESSY PROMOTED
Becomes Bridge Engineer July 23
Succeeding Late R. E. Miller**

R. B. Hennessy, newly appointed bridge engineer of Frisco Lines is not a new member of the Frisco family: He has a service record totaling twenty years.

Mr. Hennessy is a native of Ft. Scott, Kansas. He attended the schools near Ft. Scott and also is a graduate of the School of Engineering at Kansas University. During his college career he served for awhile on the El Paso & Southwestern Railway on railway location in

Old Mexico. When that work was finished he returned and completed his engineering course at Kansas University.

He entered the employ of Frisco Lines on June 1, 1909, as assistant engineer on bridge construction on the Gulf Coast Lines. On completion of his work there, he came to St. Louis in 1911 as assistant engineer and worked under the late R. E. Miller in that capacity until April, 1917, when he was made assistant bridge engineer. He took Mr. Miller's position upon Mr. Miller's death, July 23, 1929.

Mr. Hennessy is married, has three sons and resides at 5115 Lotus Ave., St. Louis.

GROWING OLD

A little more tired at close of day,
A little less anxious to have our way;

A little less ready to scold and blame,

A little more care for a brother's name;

And so we are nearing the journey's end,

Where time and eternity meet and blend.

A little less care for bonds and gold,

A little more rest than in days of old;

A broader view and a saner mind,
And a little more love for all mankind;

A little more careful of what we say,

And so we are faring a-down the way.

A little more love for the friends of youth,

A little less zeal for established truth;

A little more charitable in our views,

A little less thirst for the daily news;

And so we are folding our tents away

And passing in silence at close of day.

A little more leisure to sit and dream,

A little more real the things un-seen;

A little bit nearer to those ahead.
With visions of those long loved and dead;

And so we are going where all must go

To the place the living may never know.



The TWILIGHT HOUR

A Page Just for Children

LIKES FRISCO MAGAZINE

Mr. J. A. Kenney, who runs the Frisco motor car between Monett and Fayetteville has been throwing off magazines and papers to one of his little admirers for some time and the



Twilight Lady is just in receipt of a letter telling her the enjoyment received by the receipt of the *Frisco Magazine*.

The letter is from Johnnie Milliron of Springdale, Ark., and reads as follows:

"Dear Twilight Lady:—

Will you please print my letter and not let Mr. Wastebasket eat it up. I have been reading the *Frisco Magazine* for some time and have been just wild over your story "Timmy Boy." I am sure glad he is found. Mr. J. A. Kenney that runs the motor train from Monett to Fayetteville throws me off lots of papers, and lots of them are very interesting. The *Frisco Magazine* is one of them which I sure do enjoy. I wish to thank Mr. Kenney very much for them and hope he still throws them to me, and as soon as our grapes are ripe I will see to it that he gets a big basket of them.

I am a little boy ten years old and in the fourth grade. I am not a Frisco boy—my papa is a painter and paper hanger and my mother is just a good old fashioned mother. I have no brothers or sisters. I have an Uncle that works for the Frisco, and a cousin who works for the Santa Fe.

I live about two miles south of Springdale on a little fruit farm

by the Frisco Railroad. When I get big I am going to be an engineer and pull big loads for the Frisco and do like Mr. Kenney, always be happy and wave and throw off papers and magazines to all the little boys and girls that enjoy them. I hope that you will print this and that Mr. Kenney will see it and throw it off to me. I will close for this time, so goodbye.

Your little friend,
Johnnie Milliron.

P. S. Arkansas is my home
Springdale is my station
I'll marry a Frisco girl
In spite of all her relation!

To the Frisco's Little Men and Women:

Here it is September—a beautiful month with just enough cool days to know that fall is coming! But September brings other things — SCHOOL DAYS!

Didn't the months roll by? It seems only a little while ago when you, Mary, planned that trip to grandmothers. Wasn't it a short time ago that Bobby signed up to go camping with the Scout outfit and now it's all over—it's school time again.

Why don't you play a game this year? Did you ever know that if you have a difficult task to do that if you jump right in and do it, it won't seem nearly so hard.

For instance, there's the yard to rake. The leaves have fallen fast. Dad says "Son—be sure and rake the yard today." After breakfast you sit on the porch. The yard looks pretty big. You think you'll get it done this afternoon for the morning is taken up with a baseball game. Then comes the afternoon. The bees are humming around and the sun is warmer than it was in the morning. Oh, don't you wish you'd raked that yard early in the morning? You could have almost done it while you were deciding to wait until afternoon.

And so it is that the difficult tasks are gotten rid of easily and quickly if we just work hard.

Now here is the game for this school year. Many of you like your studies and many of you like to help

mother with the house work and dad with the yard work. Suppose you try this—mother or dad gives you a very difficult task to do. Oh, it's a hard one and you feel that it is too much to ask. Suppose you just light into it, get it done quick and then sit down and write the *Twilight Lady* all about it. You tell her if she wasn't right about doing the task quickly, and watching it disappear.

And in the letter the *Twilight Lady* would like for you to include a story of your vacation. My—you little Frisco folks must have gone all over the country with your mothers and dads.

Won't you write her and tell her where you went and what you did and if you met any other little Frisco folks in your journeys.

Tell her about your picnics and your swims, and about your Boy Scout Camps and your parties.

And the *Twilight Lady* will promise to print some of the best letters on the *Twilight Page* for October.

EARLY MORNING

I like to lie and wait to see
My mother braid her hair,
It is as long as it can be
And yet she doesn't care,
I love my mother's hair.

And then the way her fingers go;
They look so quick and white,
In and out, and to and fro,
And braiding in the light,
And it is always right.

So then she winds it, shiny brown,
Around her head into a crown,
Just like the day before,
And then she looks and pats it down
And looks a minute more;
While I stay here all still and cool
O isn't morning beautiful?

Josephine Preston Peabody.

Willie: Pa, give me some money.
Father: Why do you want some money, son?

Willie: Well, s'pose a robber was to hold me up and say, "Your money or your life," and I hadn't any!