

# ST. MARY'S, MO., WINS GARDEN PRIZE

(See Pages 36-37)

## *Frisco Flower Campaign Closes With Thayer, Mo., in Second Place—900 Gardens Entered Contest*

WHILE winter snows blanketed a good part of the Frisco Lines during the cold months just passed, Frisco Florist Don B. Fellows, at Springfield, Mo., sent out the first announcement of his 1929 campaign for beautification of Frisco station properties. To many persons the thought, during blustering January, of cannas and zinnias and gladiola, brought a smile. But to hundreds of agents, pumpers, section foremen and crossing watchmen, the thought of flower beds and fragrant blooms prompted a letter to Florist Fellows, asking for seedlings, bulbs and plants.

As the spring thaws came, many a Frisco employe began working his garden plot, and when April and early May arrived, more than 900 garden plots in front of stations and crossing watch-houses, beside pump houses and beneath water tanks bloomed with beauty.

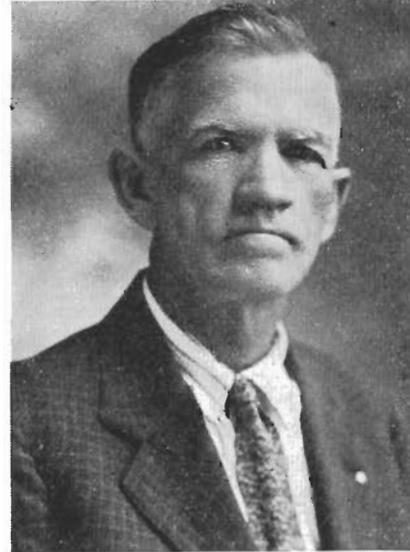
From Kansas to Florida and Missouri to Texas, Frisco Lines became known to the traveling public as the "Road of Flowers", and dozens of letters to various officers of the company commented upon the surprisingly frequent flower plots to be seen from the windows of Frisco trains.

With Florist Fellows campaign for 1929 had come the announcement that two prizes, \$15.00 and \$10.00 in gold, would be awarded to the first and second best garden plots. The judging committee was composed of Fellows and the editor of *The Frisco Employes' Magazine*, and the final judging day was set as August 30.

Down at historic St. Mary's, Mo., on the River division veteran Agent Henry Schroeder and his flower-loving wife, worked many hours on their ambitious garden just across the tracks from the station. Between trains and after hours they tended their growing plants, worked in the elaborate beds they had laid out, trimmed and culled. More than 50 varieties of flowers were planted in the garden of three hundred by one hundred feet, and many gallons of water kept the park green and thriving during the hot, dry months.

When August 30th arrived, the judges unanimously decided upon St. Mary's as first prize winner, and on September fifth an impressive ceremony was held in the station park.

Before 300 townspeople of St. Mary's, Agent Schroeder was presented with the \$15.00 first prize by Florist Fellows, and speakers lauded



HENRY SCHROEDER

his efforts mightily. Assistant Superintendent McMillan, Editor Huggins of *The Frisco Employes' Magazine*, Father O'Toole of the parochial school at St. Mary's all took a speaking part in the program, and following the award by Mr. Fellows, Agent Schroeder, in an acceptance speech, extended his thanks to many River division employes, who had assisted him in his efforts with the garden.

Second prize was awarded to the attractive station park at Thayer, Mo., tended by Mr. Sam Woolridge, yardman at Thayer, and Florist Fellows held a similar ceremony in the assembly room of the Y. M. C. A. at Thayer, the evening of September seventh. President H. W. Miller of the Frisco Employes' Club of Thayer, acted as toastmaster, and those who participated in the program were: C. B. Callahan, assistant superintendent; F. C. Lark, secretary of the Y. M. C. A.; Editor C. W. Black of the Thayer News; A. A. Taber, president of the Chamber of Commerce, and W. J. Highfill, president of the People's State Bank.

Woolridge, too, had nurtured a beautiful garden. Thirty-five varieties of flowers, with cannas, zinnias and dahlias predominating, were used.

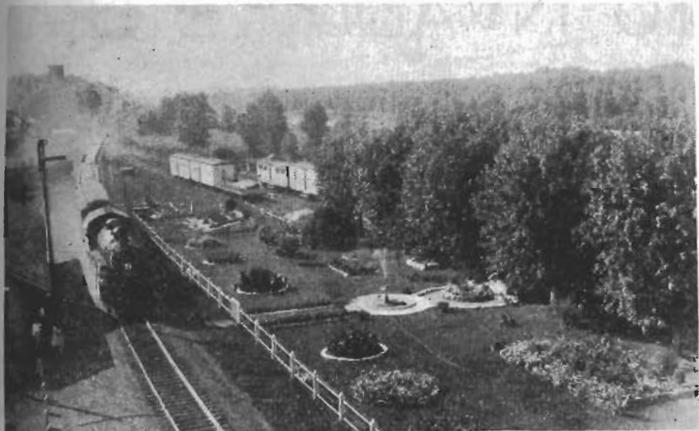
"We have every reason to be tremendously gratified by the showing made." Florist Fellows said, in reviewing the results. "Nine hundred gardens were planted this year. We distributed 7,000 packages of seeds, 30,000 bulbs, 25,000 shrubs and bedding plants to men in charge of Frisco properties, who requested them. They have done a wonderful job of planting and planning gardens, and the judges experienced great difficulty in determining the winners. Honorable mention was awarded to twelve gardens, and many were runners-up for this honor. The railroad furnished the plants and seeds free of charge, with the one proviso that the man to whom they were awarded would care for his garden carefully. Next year we hope to greatly increase the number of gardens, and from the interest taken this year, and the requests for flowers which have already been filed, I feel safe in predicting considerably more than 1,000 garden plots and station parks on the Frisco Lines in 1930."

Florist Fellows requests that Frisco gardeners, who have had pictures taken of their garden plots, send the negatives to him in order that a complete file be maintained.

Some very original ideas were worked out by various employes. At Seligman, Mo., the water tank at Seligman, Mo., in charge of Agent C. C. Larson, had the base completely filled with plants and flowers, and this was accomplished by building a platform around the tank, filling with dirt and planting. At Tulsa, Okla., a very attractive garden was constructed, with a large platform design with "Tuttle" in the center.

The roundhouse foreman at Wagon Springs had one of the most attractive lay-outs. In addition to a large platform with "Frisco" in the center, he has numerous beds adjacent to the house and car departments. A large regulation fish pool, with live goldfish and water lilies completed the garden. The emblem and letters were twelve inches high and the width, and aroused a great deal of favorable comment.

On the Eastern division extensive gardens were maintained at Wagon Springs, Cuba, Dixon and Lebanon. The Central division was well represented with fine parks, including those at Rogers, Seligman, Springfield, Muskogee, Ashdown, Tulsa, Wister, Poteau and Jensen.



Yardman Sam Woolridge of Thayer, Mo., is responsible for the beauty of the Thayer station garden, shown below. This garden won second prize in the flower contest held this year on Frisco Lines.

The prettiest station park on Frisco Lines appears above. It is located at St. Mary's, Mo., and won first prize in the system-wide flower contest. Agent Henry Schroeder and his wife planted and tended it.



Over on the Northern division excellent beds were grown at Rosedale, Merriam, Olathe Bonita, Paola, Fort Scott, Kenoma, Golden City, Bois D'Arc and Nichols.

The severe drought in Texas considerably handicapped the flower campaign on the Texas Lines, but excellent gardens were grown at Dublin,

Stephenville, Bluffdale, Tolar, Celina, Frisco, Plover and Paris.

Besides its second-prize winning garden at Thayer, the Southern division attracted attention with attractive gardens at Rogersville, Bay, Herman, Clarkdale, Byhalia, Red Banks, Amory, Columbus, Holly Springs, New Albany, Wallerville, Blue Springs,

Sherman, Dora, Tupelo, Hamilton, Pratt City, Cordova, Hillard and Guin. And the River division, besides its prize winner at St. Mary's, had other attractive beds at Gravois, Ten Brook, Festus, Crystal City, Ste. Genevieve, McBride, Menfro, Seventy-six, Wittenberg, Chaffee, Brooks Junction, Poplar Bluff, Kennett, Sikeston, Hayti, Caruthersville, Lilborne and Portageville.

### Western Division Passenger Trains 100 Per Cent on Time in August

WITH the record of operating its 185 passenger trains 100 per cent on time the Western Division led all other divisions during August. The Texas Lines were second and the River Division third,

states the monthly report on passenger train performance issued September 10 by the office of F. H. Shaffer, Springfield, Mo., general manager.

The 5054 passenger trains operated

on all divisions were 96.6 per cent on time as compared with the 95.5 per cent for August, 1928, and the 95.3 for August, 1927.

The report:

DIVISION	Total Trains Operated			Total Trains Maintained Schedule or Made Up Time			Per Cent Trains Maintained Schedule or Made Up Time			Standing of Divisions		
	Aug. 1929	Aug. 1928	Aug. 1927	Aug. 1929	Aug. 1928	Aug. 1927	Aug. 1929	Aug. 1928	Aug. 1927	Aug. 1929	Aug. 1928	Aug. 1927
Western.....	185	186	215	185	185	210	100.0	99.4	97.7	1	1	2
River.....	914	819	922	896	800	909	98.0	97.7	98.6	2	2	1
Northern.....	1116	1054	1322	1091	1010	1243	97.8	95.8	94.0	3	3	6
Southwestern.....	845	743	864	816	707	821	96.6	95.2	95.0	4	4	5
Central.....	310	248	620	299	229	602	96.5	92.3	97.1	5	6	3
Southern.....	909	679	837	868	632	806	95.5	93.1	96.3	6	5	4
Eastern.....	589	494	651	544	430	594	92.4	87.0	91.2	7	7	7
Total Operated.....	4868	4223	5431	4699	3993	5185						
Per Cent Operated.....							96.5	94.5	95.5			
Texas Lines.....	186	248	248	184	246	229	98.9	99.1	95.4			
Total System.....	5054	4471	5679	4883	4239	5414						
Per Cent Operated.....							96.6	95.5	95.3			

# PRESENT RADIO TO INVALID VETERAN

IT is problematical which brought the most pleasure to Charles Swingler, crippled and blind veteran of Frisco Lines — the gathering of his oldest and best railroad friends around his bedside on August 22, or the radio which they left with him to cheer him in the hours while they were "on their runs".

He is still astounded, still turning the big party over in his mind, and the amazing thing to him is the fact that he has so many loyal, steadfast friends, who, during his years of confinement have not visited his bedside weekly as a duty, but as a pleasure.

Today, instead of waiting for a visit, he touches the dial of his new Atwater-Kent radio and strains from a metropolitan opera fill the room. He is living again,— living in a new world, an his highly developed imagination travels with each new station which he finds on the dial.

Bob Sherry, one of his most steadfast friends and a Frisco engineer, who has made it a practice to bring cheer to "shut-ins", is the original sponsor of the party. It was he who gave the tip to the Magazine Department about Mr. Swingler's condition, which resulted in the story which appeared in the August issue.

Following the interview, Miss Martha Moore of the *The Frisco Magazine* and Mr. Sherry made plans to bring together all the old engineer friends of this fine, old veteran. As the plans progressed, the suggestion was made that they leave a gift with him in memory of the visit, and the opinion of all was that a radio would be the most acceptable.

Accordingly a subscription list was sent to his many friends over the entire road, and a sum of \$350.00 was raised quickly.

Invitations were broadcast, acceptances received and the number anticipated necessitated securing Eagle's Hall on Commercial Street, Springfield. At 4:00 o'clock on the afternoon of August 22, Mr. Swingler was wheeled into one of the spacious rooms and his friends crowded around his bedside.

"Howdy, Charlie," said Mr. M. J. Murphy, a 46-year-old veteran, as he

## Chas. Swingler, Bedridden Engineer, Entertained by Friends at Springfield Gathering

grasped Swingler's hand and the tears rolled down his cheeks.

"Howdy — howdy — Well, Murph!" said Mr. Swingler. "Why, Murph, are you here, you old scoundrel!"



Chas. Swingler, of Springfield, tunes in his new radio, the gift of his Frisco friends.

— An then another—and another, and finally George Hasler, Frisco fireman, who used to fire for Mr. Swingler on his Ft. Smith run, came and grasped his hand.

"How are you, Charlie," said Mr. Hasler, as he took his hand in both his own and pressed it.

"George! Is that you, George?" And for a moment neither of them spoke. Then Mr. Swingler burst forth in a laugh. "Well, George, we won't forget the little old 248, will we, with her leaky flues? Remember when we had such a time gettin' up enough steam to go over the Boston Mountains?"

One of the remarkable things to those who crowded near Mr. Swingler's cot was the fact that he could call the name of each man who grasped his hand. He hadn't forgotten one of them and he called them familiarly as old "Tug" Dwyer, "Herb" Miller, "Little Billy" Carter, "Jud"

Robison, and many other friends.

The greetings lasted for over an hour and then a program of music and readings was presented. Misses Catherine, Isabelle and Mary Ann Dwyer sang "Dream Train", and Miss Wm. Osburn and Mrs. Irene Osburn gave an instrumental duet titled "Slumber Song". Miss Genevieve Heyburn presented a delightful reading and Miss Annette McCurtin, Mr. Swingler's granddaughter, presented a piano solo, which pleased him especially.

It was a study to watch his expressions and his delight. He applauded as each number was announced and insisted on encores. His face was wreathed in smiles, and he kept time to the music with his hands, which he continually moved under the covers.

"Bob" Sherry announced each of the above numbers and following the entertainment he called on Miss Martha Moore for an address. Up to this time he had no idea that there was a radio awaiting him at his home. It was installed by Mr. A. E. Reynolds, of the Springfield Gas and Electric Company, of Springfield, distributors of the Atwater-Kent Radio.

In presenting the radio, Miss Moore expressed the appreciation of both Mr. Sherry and herself at the splendid representation of Mr. Swingler's friends.

"We thought that we would like to leave with you a little gift by which you could remember this gathering," she said, "and so we bought you one."

"It was too big to bring to the party," she said "and it isn't a locomotive—it's a radio!"

Mr. Swingler, in a hushed and astonished whisper, repeated the words—"a radio! A radio!"

"We wanted to give you another pair of ears—another pair of eyes, and if this radio brings you one-tenth of the happiness which you have so freely given to those who come to your bedside for cheer, then it will have served its purpose."

"I have never seen a radio," Mr. Swingler said, in response, "but I have listened to one, and to think that these kind friends have given me one"

(Now turn to next page, please)

## Car Damage Decreases 23.8 Per Cent First Eight Months

**D**URING the first eight months of 1929 the number of freight cars on the Frisco Lines damaged by rough handling decreased 23.8 per cent and the monetary amount of this damage decreased 24.7 per cent as compared with the first eight months of 1928, states the comparative monthly report issued

September 12 by the car accountant at Springfield, Mo. The number of cars handled per car damaged increased 34. per cent. The monetary amount of damage per car handled decreased 36.09 per cent.

Western Division holds first place among the divisions. No cars were

damaged on this division. Springfield holds first place among the terminals, having damaged but four cars.

Following is a comparative statement covering rough handling on the Frisco Lines during the period under consideration.

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1929	1928	1927	1929	1928	1927	1929	1928	1927	1929	1928	1927	'29	'28	'27
<b>TERMINALS</b>															
Springfield.....	4	11	7	\$1,062.00	\$1,120.00	\$ 865.00	524,556	527,964	515,614	.0008	.0021	.0014	1	1	1
Birmingham.....	13	17	19	317.00	1,080.00	969.50	471,476	479,681	488,797	.0028	.0035	.0039	2	2	2
Memphis.....	31	70	73	1,102.00	4,562.50	2,262.00	398,364	513,161	606,212	.0078	.0136	.0120	3	5	4
St. Louis.....	47	70	53	1,466.00	2,273.00	931.00	559,613	530,356	509,881	.0084	.0132	.0104	4	4	3
Kansas City.....	49	81	84	2,309.00	4,003.00	2,039.50	520,079	514,612	470,379	.0094	.0157	.0179	5	6	6
Tulsa.....	64	38	70	5,721.50	4,520.00	4,174.50	639,530	618,559	565,953	.0100	.0061	.0124	6	3	5
<b>Total.....</b>	<b>208</b>	<b>287</b>	<b>306</b>	<b>11,977.50</b>	<b>17,558.50</b>	<b>11,241.50</b>	<b>3,113,618</b>	<b>3,184,333</b>	<b>3,156,836</b>	<b>.0067</b>	<b>.0090</b>	<b>.0097</b>			
<b>DIVISIONS</b>															
Western.....	—	2	2	—	35.00	10.00	170,374	168,720	164,230	.0012	.0012	.0012	1	1	1
Central.....	8	16	12	467.00	458.00	755.00	271,033	264,058	265,307	.0030	.0061	.0045	2	3	4
Eastern.....	26	38	12	2,420.00	2,910.50	603.50	616,944	582,671	572,269	.0042	.0065	.0021	3	4	3
Southwestern.....	35	18	15	1,709.50	654.00	400.00	712,457	691,835	720,247	.0049	.0026	.0021	4	2	2
Southern.....	39	42	30	2,237.00	6,617.00	1,122.00	689,702	608,725	612,525	.0057	.0069	.0049	5	5	5
River.....	16	24	37	1,167.50	1,315.00	1,129.00	282,403	275,531	279,234	.0057	.0087	.0133	6	6	6
Northern.....	51	80	92	2,439.00	4,377.50	2,987.65	725,053	710,068	669,495	.0070	.0113	.0137	7	7	7
<b>Total.....</b>	<b>175</b>	<b>220</b>	<b>200</b>	<b>10,460.00</b>	<b>16,367.00</b>	<b>7,007.15</b>	<b>3,467,966</b>	<b>3,301,608</b>	<b>3,283,307</b>	<b>.0050</b>	<b>.0067</b>	<b>.0061</b>			
W'ham Belt.....	8	3	—	261.00	110.00	—	81,560	32,409	—	.0098	.0093	—	—	—	—
Texas Lines.....	13	20	17	276.00	1,172.00	313.00	96,412	98,194	89,441	.0135	.0204	.0190	—	—	—
<b>Tot. System.....</b>	<b>404</b>	<b>530</b>	<b>523</b>	<b>22,974.50</b>	<b>35,207.50</b>	<b>18,561.65</b>									

### 1929 Compared With 1928

Per cent decrease in number cars damaged.....	23.8	Per cent increase in number of cars handled per car damaged.....	34.0
Per cent decrease in amount of damage.....	24.7	Per cent decrease in amount of damage per car handled.....	36.09

## PRESENT RADIO TO VET

(Continued from Page 8)

It will mean eyes and ears and limbs to me, and oh, how it will cheer me during the long days and nights. I hope, too, that it will be an incentive for some of you old-timers to come over and we'll radio for an hour or two."

He then recited a bit of verse, dedicated to his old friend, George Hasler, and which he had composed himself.

Following his talk, letters were read from the following officials, who expressed their regret at being unable to attend the gathering, and each letter rang true with the sincere wish that the radio would bring Mr. Swingler much happiness. These letters were passed out among his friends, and each read one when called upon. They were from J. M. Kurn, president of Frisco Lines, J. E. Hutchison, vice-president operation, F. H. Hamilton, vice-president - secretary - treasurer, L. E. Martin, assistant to President Kurn, C. J. Stephenson, assistant general manager, W. D. Bassett, secretary board of pensions, J. L. McCormack, superintendent FL&D Claims, Frank

Davis, engineer, J. W. Seabough, president Frisco Men's Club at Springfield, and J. W. Bowler, general chairman Brotherhood of Locomotive Engineers. These letters Mr. Swingler treasures and, following their reading, he asked for them and held them in his hand.

Every friend present had a chance to say a few words and his guests included Mr. and Mrs. N. V. Allebach, Mr. and Mrs. Harry Heller, Mr. and Mrs. G. A. Hasler, Mr. and Mrs. J. Dwyer, Mr. and Mrs. C. L. Rhodes, W. H. Carter, J. H. Milligan, C. C. Martin, F. H. Carr, A. E. Jennings, G. C. Waller, J. C. Dubuque, G. F. Robson, Herb Miller, W. F. Carter and Wm. Gaghyan, and Mesdames Walter R. Boyd, S. K. Martin, C. A. Wagner, P. J. Heyburn, J. A. Cadle, Irene Osburne, J. L. O'Neil, E. M. Monroe, E. W. Wells, Ed. C. Rice, Mrs. J. W. Beckerleg and Mr. Swingler's daughter, Mrs. Claude McCurdy and her three children.

The dinner, which followed, was served by the members of the Auxiliary to the Brotherhood of Locomotive Engineers under the direction of Mrs. John W. Beckerleg, president.

Following the dinner the Klinger Company's spacious coach carried Mr. Swingler to his home, and there he found the radio at his bedside. As his friends gathered around, he put his hand on the dial, and the unseen voices, which will bring him so much cheer, began to fill the room. He moved closer to the radio and felt it from one corner of its highly polished cabinet to another, exclaiming at intervals: "My, my! It fills the room". He took particular delight in finding different stations, and one minute he was in Chicago—the next in New York.

The guests left him at 10:30 p. m. and, as they climbed into cars, the refrains of music came from his room and they knew that he was clapping his hands and moving his foot to the rhythm of the song.

And now that September is past, friends report that he is adept in the operation of his new radio. He has singled out certain programs to get each evening and when someone told him he looked 100 per cent better, he laughed and told them that he had been "done over", he had new ears and eyes and was using them hourly.

# CHANGE OPERATING POLICY SEPT. FIRST

**S**TEADILY increasing traffic over Frisco Lines with a consequent increase in operating problems has brought about an important change in the operating policy of the railroad according to an announcement September 1, by F. H. Shaffer, general manager.

Effective September 1, two operating districts were created, each under the direction of an assistant general manager.

The first district, comprising the Northern, Southern and River divisions and the Kansas City, Memphis and Birmingham terminals, is under the jurisdiction of M. M. Sisson, assistant general manager.

The second district, including the Eastern, Central, Southwestern and Western divisions, and the St. Louis, Springfield and Tulsa terminals, was assigned to C. J. Stephenson, who was promoted from assistant to the general manager, to assistant general manager.

General Manager Shaffer explained that the work of directing the operation of the 5,800 miles of line comprising the Frisco had become too great a task for the present official staff, and the promotion of Mr.

Stephenson to an assistant general managership is expected to greatly facilitate present operating problems and conditions.

The newly promoted assistant general manager is a Frisco veteran of thirty years' continuous service in the mechanical and operating departments. On July 1, 1899, C. J. Stephenson, then a boy of 17, entered Frisco employ as a clerk in the office of the superintendent of machinery at Springfield. During the next ten years he worked on various desks in the office of the superintendent of motive power, and in 1909 was promoted to chief clerk to the shop superintendent at the time the Frisco opened its new \$1,600,000 shops in Springfield. He became assistant chief motive power clerk January 1, 1911, and was again promoted to special representative of

## Two Districts Created— C. J. Stephenson Promoted to Assistant General Manager

the general manager in February of 1912. In 1913 he became assistant chief clerk to the general manager, and in February, 1914, he was appointed chief clerk to the general superintendent of the Frisco's second operating district. The general super-



CLAUDE P. KING



C. J. STEPHENSON

cific and Detroit, Toledo and Ironton. He has been assistant superintendent and later vice president and general superintendent of Texas Lines, assistant to the president of Frisco Lines, and was promoted to assistant general manager on June 1, 1923.

Claude P. King, assistant chief clerk to the general manager was promoted to assistant to the general manager in the place of Stephenson. King has been with Frisco Lines since 1911 when he entered service as a sten-

ographer in the mechanical department. He has been a member of the general manager's staff since 1912, and was formerly secretary to the general superintendent.

Other changes in the operating department which follow the change in policy and the promotion of Messrs. Stephenson and King place Mr. D. E. Gelwix, formerly maintenance assistant to general manager, as division engineer of the Eastern division, the position he had filled prior to joining the general manager's staff. Mr. E. L. Anderson who had succeeded Mr. Gelwix as division engineer of the Eastern, returned

to his former position as assistant division engineer.

J. M. Connelly who had the title of chief maintenance clerk, became senior clerk in the general manager's office and Z. M. Dunbar, former train clerk becomes chief maintenance clerk.

Paul Krueger, widely known in the Eastern division through his position for several years as secretary to superintendent J. A. Moran, was chosen by assistant general manager C. J. Stephenson as his secretary, with headquarters in Springfield.

City Visitor (noticing how industrious the farmer's wife is): Mr. Perkins, you have a very hard working wife.  
Mr. Perkins: You're right, I wish I had a couple more like her.

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