

A PAGE OF PRAISE *from* FRISCO FRIENDS

From Earl A. Bakty, general superintendent of transportation, Hagenbeck Wallace Circus, Peru, Ind., to C. T. Mason, superintendent, Frisco Lines:

"It is with great pleasure that I wish to call your attention to the service that we received on your lines with our circus this season. I cannot say too much for all the boys that helped to handle our circus on your lines, each and every man seemed to have one motto and that was service.

"And I want to assure you that is what we received at all times on your lines, and it is with regret that had to leave your road, I personally wish that we could spend the whole season on the Frisco Railway."

From Jack Dempsey to E. G. Butcher, conductor, J. A. Morton, engineer, and Sam Batton, engineer, all of the Sunnyland from Kansas City to Springfield:

"I want you to know that I greatly appreciate the very splendid trip on Frisco Sunnyland from Kansas City to Springfield, Mo.

"It was one of the best trips I have ever had on any railroad, and I want you to know that myself and party appreciate such service, and want to thank you personally for your efforts in making it such a nice trip for all of us." Dempsey also complimented the dining car service on Frisco Lines.

To O. T. Hall, assistant superintendent, Fred Harvey, from Jack Dempsey:

"I want to compliment you on the very splendid service given myself and party on Frisco Sunnyland today, riding from Kansas City to Springfield, Mo.

"We had a very wonderful lunch in the dining car. Your steward and cooks are to be commended on the excellent service. Everything was fine, and I want to let you know that I personally appreciate it very much."

To J. A. Moran, superintendent of the River Division, Chaffee, Mo., from the Caruthersville (Mo.) Rotary Club:

"At a meeting of the Rotary Club attention was called to the train service of the Frisco through this city, special mention being made of the fact that you have speeded up the schedule of 821 and 822, and the secretary was instructed to write you on behalf of the Rotary Club thanking you for the improved train service."

From Mr. Hamp Williams of the Hamp Williams Hardware Company,

Hot Springs, Ark., to F. H. Shaffer, general manager, Frisco Lines:

"Coming down on your train from Seligman, Ark., Sunday morning at five o'clock, I was shown extraordinary courtesy at the hands of your Mr. D. F. Singleton, conductor. It has never been my pleasure to meet a more courteous gentleman than he and it is only right that I should pass this on to those over him."

To J. A. Moran, superintendent, Frisco Lines, Chaffee, Mo., from Frank A. McLean, field superintendent, Superior Timber Company, St. Louis, Mo.:

"I have your wire of the 12th instant, with number of car placed at Brownwood. I wish to thank you very much for the promptness with which this equipment was furnished, when I was able to give you such very short notice. I have shipped about fifteen car load shipments off the Frisco per month since September, and I want to take this opportunity of thanking you for your very good service in furnishing equipment for loading.

"Many times I am forced to order on very short notice and I don't recall an instance that your railroad has failed."

To George C. Roop, president of Frisco Employes' Club, Springfield, Mo., from Mrs. V. M. Kirkwood of Youngstown, Ohio:

"I want to call your attention to my trip to Missouri which I made recently, having been called there by serious illness in my family. I left Youngstown, Ohio, at 11:05 p. m., December 1, and arrived in Aurora, Mo., at 9:30 p. m., December 2. I was told by the Pullman conductor that I had made a record trip and I must say that it was possible for me to do so by the kindly consideration of the Frisco Pullman conductor.

"I was told in St. Louis that the Blue Bonnet could not stop in Aurora, but I thought I might get home quicker by going to Monett, Mo., but after I explained the situation to the conductor, he told me they would certainly stop for me if it could possibly be arranged, which they very kindly did.

"I have traveled considerably during the last eight years but I have never been treated with any more consideration. I want you to know that I appreciate this very much."

To S. J. Frazier, superintendent, Southern division, Memphis, Tenn.,

from G. L. Crawford of Washington, D. C. C. C. Medley, conductor, and Harry Jones, brakeman, are the employes Mr. Crawford refers to in this letter.

"On the early morning of December 10, I drove to the station at Hickory Flat, Miss., just as train 924 was starting. The brakeman in charge took in the situation and flagged the train down, and permitted me to get on. The conductor came through the train in a few minutes and asked me if I had breakfast, and I told him that I had not. He divided his thermos bottle of coffee with me, and secured some cookies for me.

"Considerations like these certainly should not go unobserved or unappreciated; therefore, I have found your name and am writing you this note which I consider the least thing I can do to show my appreciation for the consideration I received at the hands of your railroad."

From P. W. Coyle, traffic commissioner, St. Louis Chamber of Commerce, to F. J. Lawler, assistant general freight and passenger agent, Frisco Lines, St. Louis, Mo.:

"This will acknowledge receipt of your letter of December 31, file W-788, giving information with respect to the movement of package cars by your line for the month of November, 1929, showing that such cars were handled 97.65 per cent on time. That is a fine record. We congratulate you on it. In fact, this community is to be congratulated on the fine co-operative spirit manifested by all of the railroads serving it and we trust that this spirit may continue and expand through the coming year."

To Charles G. Moeder, yardmaster, Cape Girardeau, Mo., from J. A. Kinder, proprietor of Kinder's Drug Store, Cape Girardeau:

"Your thoughtfulness in calling me this morning reporting that my car of fixtures got out of Memphis was greatly appreciated, and reminded me of the conversation about our local shipments out of St. Louis which your road handles so satisfactorily.

"We formerly had the idea that in order to get our weekly drug shipment on the same day each that it would have to come by boat. Some four or five years ago we started routing these shipments over the Frisco and found the service almost 100 per cent perfect."



The Pension Roll

ALBERT CARLSON, section stockman, store department, Kansas City, Mo., was retired on November 30, due to his having reached the age limit November 9, 1929.

He was born in Sweden, November 9, 1859, and was educated in the schools near his home. His first work after coming to America in 1882, was as section laborer with the CM&StP Railroad Company in Mason City, Iowa. He came with Frisco

Lines as laborer in the machine shop at Kansas City, September 15, 1884. He was later transferred to the store department where he served as store room helper, shipping clerk, receiving clerk and stockman. On May 16, 1888, he married Miss Frida Pergstrom and to them were born two boys and one girl. Mrs. Carlson and two children are deceased, one son residing with the father at 6326 Oak street, Kansas City. Continuous service of 44 years and 7 months entitles him to a pension allowance of \$52.75 a month, effective from December 1, 1929.

FRANKLIN WILLIAM NELSON, team track clerk, Kansas City Terminals, was retired from service November 5, 1929, due to total disability. He was 67 years of age, born March 24, 1863, at Bishop Hill, Ill., and was educated in the schools at Randolph, and Garfield, Kans. He came with Frisco Lines as freight



F. W. NELSON

house truckman, August 10, 1891, at Kansas City, Mo. He has also served as truck loader, delivery clerk, check clerk, block office clerk and team track clerk, all at Kansas City. On February 14, 1890, he was married to Miss Christena Modine of Kansas City, and to them were born two children, one boy and one girl. Mr. and Mrs. Nelson reside

Nine Frisco Lines veteran employes, with combined service of 274 years and nine months were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held December 20, 1929, at the St. Louis office.

at 840 Schaeffer avenue, Kansas City, Mo. Continuous service of 38 years and 2 months entitles him to a pension allowance of \$42.85 a month, effective from December 1, 1929.

PATRICK LARKIN, switchman, Kansas City, Mo., who was retired from active service August 31, 1929,

due to total disability, died on December 26. He was 63 years of age, born May 14, 1866, at Plainview, Ill., and educated in the schools near his home. His first work with Frisco Lines was as switchman at Kansas City in March, 1894. He also served as switch foreman and yardmaster. In January, 1893, he married Mrs. Kate Biggs of Kansas City. They have one daughter, Kathleen, born November 22, 1899. His widow resides at 5308 Tracy avenue, Kansas City, Mo. Continuous service of 35 years and 5 months entitled him to a pension allowance of \$53.35 a month, effective from December 1, 1929.

FREDERICK ALFONSO McARTHUR, equipment clerk, Springfield, Mo., was retired from active service November 30, due to his having reached the age limit November 1, 1929. He was born in Jackson, Mich., November 1, 1859, and his first work was that of engine wiper for the Michigan Central railroad at Jackson. He also served as salesman for the Detroit Lubrication Company of Detroit and as expert and salesman for the New York Air Brake Company. He came with the KCFS&M in November, 1893, as superintendent A. B. E. & General Inspector at Kansas City, later being appointed to superintendent of motive power. He accepted the position of road foreman

of equipment with Frisco Lines proper in October, 1901, at Springfield, Mo. He then served in that capacity and as master mechanic at Springfield, Mo., and Enid, Okla.; mechanical valuation engineer and later as equipment clerk, the latter two at Springfield. He was married to Mary A. Timm of Three Rivers, Mich., in 1881. They have no children. Mr. and Mrs. McArthur reside at 821 Pickwick avenue, Springfield, Mo. Continuous service of 36 years entitles him to a pension allowance of \$74.15 a month, effective from December 1, 1929.

MICHAEL FRANCIS BRENNAN, train dispatcher Ft. Smith, was retired from active service, October 14, due to total disability. He was 69 years of age, born January 3, 1861, at Worcester, Mass., and educated in the schools at Rock Island, Ill. He began his career as a Western Union messenger. His first work with a railroad was as operator for the CB&Q at Beardstown, Ill. He served various other railroads, as operator, train dispatcher and chief train dispatcher, coming with Frisco Lines as third trick dispatcher at Ft. Smith, April 28, 1904. He also served first trick, chief dispatcher and trainmaster at Hugo; night chief dispatcher, and trick dispatcher, Ft. Smith; trick dispatcher Fayetteville; trick dispatcher, Hugo; trick dispatcher Muskogee and trick dispatcher, Ft. Smith. On November 24, 1884, he was married to Catherine Welch of Fort Dodge, Iowa, and to them were born three girls. Mr. and Mrs. Brennan reside at 1306 N. C street, Ft. Smith, Ark. Continuous service of 25 years and 5 months entitles him to a pension allowance of \$58.20 a month, effective from November 1, 1929.



M. F. BRENNAN

JOHN CHRISTASTON LYNCH, locomotive engineer eastern division, who was retired from active service on September 10, 1929, due to total

disability, died on December 24. He was 57 years of age, born January 22, 1873, at Franks, Mo., and educated in the schools near his home. His first work with Frisco lines was as machinist in the Springfield, Mo., shops in 1890. He left the service of the shops to go on the road as fireman in 1896. He was promoted to engineer in 1901 and served his entire time on the Frisco's Eastern division, between Springfield and St. Louis. On May 23, 1901, he was married to Annie C. Martin of St. Louis. His widow resides at 3914 Castleman avenue, St. Louis, Mo. Continuous service of 34 years to September 10, 1929, entitled him to a pension allowance of \$100.40 a month, effective from November 1, 1929.

SAMUEL LEWIS LONG, brakeman, Southwestern division, was retired from active service November 30, 1929, due to having reached the age limit September 13, 1929. He was born September 13, 1859 at New Jasper, Ohio, and attended the schools near his home. He served the Pennsylvania Railroad as brakeman and conductor and also several other eastern roads.



S. L. LONG

He came with Frisco Lines as a brakeman June 21, 1908, on the Southwestern division out of Francis, Okla., where he served his entire time. On September 29, 1908, he married Sarrah E. Carlock of Sherman, Texas. Mr. and Mrs. Long reside at 1315 Tuck street, Sherman, Texas. Continuous service of 21 years and 5 months entitles him to a pension allowance of \$26.85 a month, effective from December 1, 1929.

JACOB RILEY WILLIAMS, janitor, Springfield passenger station, was retired from active service on November 8, 1929, due to total disability. He was 68 years of age, born November 2, 1861, at Michigan City, Ind. In January, 1886, he came with Frisco Lines as a brakeman, running between Kansas City and Ft. Scott, Kans. He also served as trucker in station service and was later promoted to delivery



J. R. WILLIAMS

clerk at West Plains. He was at one time assistant agent at West Plains. He came from that position to Springfield. In 1885 he was married to Miss Betty Hardin of Kansas City and to them were born three sons. Mrs. Williams is deceased, but Mr. Williams resides at 923 College street, Springfield, Mo. Continuous service of 20 years and one month entitles him to a pension allowance of \$20.00 a month, effective from December 1, 1929.

GEORGE ROBERT MONELL, agent-operator, Eagle City, Okla., was retired from active service November 30, 1929, due to his having reached the age limit, November 4, 1929. He was born near Belvidere, Boone County, Ill., November 4, 1859. He served as agent-operator on the BCR&N Railroad in Iowa and came with Frisco Lines September 1, 1898, as agent at Flemington, Mo. His services as agent and operator have been on the Northern and Western divisions of Frisco Lines, his last station being Eagle City, Okla. On November 11, 1885, he was married to Miss Olive Knox and to them were born two sons. Mrs. Monell died and Mr. Monell married a second time. They reside at Eagle City, Okla. Continuous service of 19 years and 8 months entitles him to a pension allowance of \$26.10 a month, effective from December 1, 1929.

The following pension allowances were granted by the Board of Pensions at its meeting held on November 19th, 1929:

MICHAEL BRODERICK, hostler, Birmingham, aged 70 years October 14, 1929, retired under the rules October 31, 1929, with 28 years and 7 months continuous service. Pension allowance \$46.60 per month effective November 1, 1929.

WILLIAM FRANKLIN NOBLES, shop laborer, Reclamation Plant, Springfield, aged 70 years October 1, 1929, retired under the rules October 31, 1929, with 17 years and 1 month continuous service. Pension allowance \$20.00 per month effective November 1, 1929.

JAMES RICHMOND MCGREGOR, division freight and passenger agent, Birmingham, aged 66 years, in continuous service 22 years and 4 months to October 31, 1929, when forced to leave the service account total disability. Pension allowance \$53.20 per month effective November 1, 1929.

JOHN ALBERT BECK, yardmaster, Thayer, aged 48 years, in continuous service 27 years and 6 months to July 26, 1929, when forced to leave

the service account total disability. Pension allowance \$63.30 per month effective October 1, 1929.

WILLIAM LINCOLN MILLER, locomotive engineer, Southwestern division, aged 67 years, in continuous service 30 years and 8 months to April 29, 1929, when forced to leave the service account total disability. Pension allowance \$79.45 per month effective October 1, 1929.

In Memoriam

JOHN S. ROCHE

JOHN S. ROCHE, Frisco agent at Galena, Kans., dropped dead while in the City cafe of that city on December 11. He had served the Frisco at Galena for practically twenty-five years, and began his service at Galena on February 25, 1905. He was a member of the Elks lodge. He is survived by a brother, Dan Roche of Kansas City, and a sister, Mary Coletta of Kansas City.

JAMES HENRY MURRAY

JAMES HENRY MURRAY, pensioned section foreman of Mountain View, Mo., died at his home on December 28. He was born at Macon City, Mo., July 22, 1857, and entered Frisco service as a section laborer at Breckinridge, Okla., December, 1906. He served thereafter in various capacities, including that of section foreman until he was retired on account of disability on March 4, 1924. His pension allowance was \$20.00 a month and during his lifetime he had received a total of \$1,320.00.

WILLIAM HARRISON HUGHES

WILLIAM HARRISON HUGHES, pensioned engineer of Sapulpa, Okla., died on December 16. He was born December 9, 1855, in Osage County, Mo., and entered Frisco service as a section foreman at Richland, in February, 1883, working in that capacity until February, 1884, when he was transferred to the Springfield, Mo., roundhouse as wiper and machinist assistant. In January, 1887, he was promoted to the position of fireman, and to that of engineer October, 1890, in which capacity he served until reaching the age limit when he was retired, Dec. 31, 1925. His pension allowance was \$95.60 a month and during his lifetime he had been paid a total of \$4,588.80.



A George Washington Story for the Little Folks

(In Which Harry Learns a Lesson From the Father of His Country)

THE school bell had rung, and the children were in line. They marched into the schoolhouse, single file, took off their coats and hats and seated themselves.

School had started. It was one of those raw days in February, when it was good to be indoors. A thick mantle of snow had fallen over the city and the roads were excellent for sledding. Even while the children studied or recited their various lessons, the jingle of merry bells, rang out in the still cold air. It was ten o'clock, study hour, and the children had their noses buried in books, preparing for the next class.

The door opened and the children, almost as one, turned to see who had entered. Harry Martin quietly closed the door and went into the cloakroom. Suddenly he reappeared, his little cheeks and ears pink. As quietly as he could he slunk into his seat, but the teacher called him to her desk.

"Harry, have you an excuse for being tardy this morning?" she asked.

"Yes'm, no'm—not the written kind of an excuse, but we forgot to get up this morning until after it was too late. At first I thought I would be too late to come and then I thought I'd better come—so, here I am." He smiled a wan little smile.

"But Harry—that's hardly enough. I'm afraid I'm going to have to have an excuse—a written excuse from your mother or father. Please bring it to me in the morning," said the teacher.

Harry went back to his seat. Gee whillikens! A written excuse! How in the world would he get that? He knew very well that he was late from no cause of his mother's or father's, but just merely because he stopped a few minutes to ride on the sled with some of the big boys down the road. Gee—he didn't know school had taken up. Anyway, the ride was lots of fun, but he had stayed on that sled just long enough to get spilled. He had torn his trousers, too, and there would have to be an explanation given at home. Well, he had a whole

day to fix up something.

School dragged on. Finally came the last class. Then the dismissal for the afternoon. Harry walked slowly home. He had it! On his way to school a dog had grabbed his trousers and torn a hole in them. That would fix the excuse for the torn trousers. But about the note. Well, he'd just have to write one himself. He'd never done it, but he felt sure that he could. His penmanship wasn't very bad and anyway—well, there wasn't anything left to do.

So during the evening he penned a note to his teacher. He told her that the alarm clock had failed to go off and the family had overslept and would she please excuse Harry for his tardiness. How in the world did you spell tardiness?

"Mother," he called, "how do you spell tardiness?"

"T-a-r-d-i-n-e-s-s," replied his mother. She was sewing up the rent in his trousers and she had noticed that besides the torn spot, the trousers bore a streak which looked as if Harry had slid for quite a ways on them. She said nothing but went on with her mending.

"Well—finished my lessons, guess I'll go to bed," announced Harry. "Night Mother—night Dad," and he left the room. Mother heard him fumbling around in his room and finally everything was quiet.

She stepped over to the table where his school books lay and opened several of them. There on page 44 of his history lay the note which he had laboriously written to his teacher. She read it slowly. As she started to replace it, she glanced at the page of the history and there was the story of George Washington, the boy who never told a lie. Taking a pencil she wrote at the top of the page. "Harry—have you read this story of George Washington? It might be well for you to read it very carefully and tell me about it tonight."

Then she laid his little trousers out on the chair in his bedroom, and retired.

Harry, after a hurried breakfast next morning, left for school, the books tucked under his arm. He was just a bit uneasy about the note, but since he had devised the scheme he was going through with it now.

The teacher was busy talking to one of the pupils when he went in, several minutes before school had taken up, and so he placed it on her desk. Then he took his seat.

He opened his geography, and was intently reading some paragraph in it. He thought he would glance up over the top and watch the teacher read the note. But unfortunately he looked up just as she looked at him.

The history lesson that afternoon was all about George Washington, the father of our country and the man who never told a lie. Harry was somewhat ill at ease, especially after the teacher stressed the latter point so much and more than was necessary, and she seemed to look at him all the time she told them how important it was to always tell the truth.

Harry sunk down in his seat as far as he could without sliding out. Just as he was strapping his books for home that evening, the teacher called him to her desk.

"Harry, did you understand the history lesson today?" she asked.

"Yes, mam," he answered.

"Well don't you think it always pays to tell the truth?" she said.

"Yes, mam," he replied.

"I am well aware that you wrote that excuse for me, Harry, and I want you to tell me now why you were late yesterday morning."

"Well, I was riding on a sled with some of the boys and we rode pretty long I guess and when I started for school, I was late," he replied.

"Why didn't you tell me, Harry. I could have forgiven that, but I am sure you have had a restless day and night framing up a lie, when the truth would have been much better. I shan't punish you this time, but if you have told your mother a lie lately, I want you to go home and confess.

Frisco Babies



Upper left corner: Elaine Hinote, age 3 months, granddaughter of O. G. Hinote, carman, Frisco Lines, Pensacola, Fla. Lower left: Bobby Joe Owens, age 2½ years, son of Mr. Joseph Owens, car carpenter, Oklahoma City. Center: Jack Hudgen Joyce, age 9, son of H. L. Joyce, claim agent, Frisco Lines, and grandson of H. W. Hudgen, director of accident prevention, Springfield. Upper right: Thois Anita Jauss, age 4½ months, daughter of G. E. Jauss, Tulsa revising bureau. Lower right: Nellie Jo Rushing, age 5, and Norma Jean, age 3, daughters of Joseph Rushing, mechanic, Springfield.

Confession is good for the soul, Harry. Tell her about it and promise to never lie again."

"Yes mam," he said, "I will."

Gee, that teacher was nice. Harry gave a sigh of relief. It had been worse to tell a lie than it was to tell the truth. If mother was just half as kind as the teacher. He'd go right home and tell her all about how he tore his pants. When he got home, she wasn't there, and so Harry opened his history, and for the first time saw her message.

He decided that it was harder to tell a lie than it was the truth, because both the teacher and his mother knew when he told one. He slipped off to bed without his supper.

When mother arrived home and found him in bed she hurried to his room. "Son," she said, "are you ill?"

"Yes'm—I've got a big lump in my throat and I don't want any supper."

Then mother sat on the side of the

bed, as all mothers do, and said, "All right son, tell me about it."

With little tears trickling down his cheek Harry told her how he had torn his pants and how he had written the note, and how he stole the cookies out of Nora's pantry.

But it was all over in a little while, and mother went into the living room and brought out the history and read him the story of George Washington, and there and then Harry promised that he'd never never tell another lie, not if he got killed for the truth.

"Mother—may I have a glass of milk," he said, after the ordeal was over, "I'm kinda hungry."

First Fond Illusions

The Sister: "Captain Randall proposes in this letter. I wonder if he really loves me—he's only known me a week."

The Brother: "Oh, then, perhaps he does!"—Humorist.

"PLANE" TALK

Young Billy Blake was so inspired
By Colonel Lindbergh's flight.

He traveled in a rosy dream
From morning until night.

"When I grow up," mused he, "I too
Will be an aviator—

"I'll circle twice about the globe
And land on the equator.

"The nation, yes, the universe
Will sing my praise and worth—"

Just then the future air-man felt
Himself come down to earth.

His Mother swabbed some arnica
On battered knees and toe,

Exclaiming, "Billy, why, oh why,
Not look just where you go?"