

Graduating Sons of Frisco Employees



J. W. FLANNERY NAMED

Kroger Official Appointed Assistant Traffic Manager June First

J. W. FLANNERY, for the past ten years general traffic manager of the Kroger Grocery & Baking company with headquarters at Cincinnati, has resigned to accept the position of assistant traffic manager of Frisco Lines with headquarters at St. Louis, Mo., it was announced by S. S. Butler, general traffic manager, on



J. W. FLANNERY

May 18. The appointment is effective June 1. Mr. Flannery will have charge of off-line solicitation throughout the United States.

Flannery is one of the best known traffic men in this section of the country, being active in the affairs of the Ohio Valley Shippers Association and the Associated Traffic Clubs of America, besides the Cincinnati Traffic Club.

He entered railroad service originally as a messenger in the Big Four offices in 1902. He was appointed contracting freight agent in Cincinnati in 1910 and in October, 1911, was made general agent of the Georgia Southern and Florida Railroad, a part of the Southern Railway system. His service there placed him in charge of solicitation and contact work in a jurisdiction including the Middle West and eastern states.

With Federal control of railroads during the World War, Flannery was in charge of traffic and transportation for the army in the territory from the Ohio River as far south as the Gulf of Mexico. He served as traffic assistant to the District Director of railroads at Cincinnati, and in this

SPECIAL TO THE ZOO!

Not all express cars contain strawberries, even in the spring.

An express car moved out of Columbus, Miss., for New Orleans via the Frisco on May 6th, and the contents included ten elk, one alligator and one raccoon. Their destination was Berlin, Germany, where they will be placed in the zoological gardens.

The animals were sold to Mr. E. R. Fruitt who accompanied the car to Germany and it is understood he will bring other animals back to this country.

They originated at the plantation of Mr. T. J. Locke, one of the largest wholesalers in Columbus. Mr. Locke has a collection of animals in a private zoo on his plantation and has contributed many to cities in the United States.

A FUTURE BRAKEMAN

Here's a real small railroader! Just take a look at Harry Morris Hutcheson, Jr., the six-year-old son of H. M. Hutcheson, brakeman of Newburg, Mo. We'll miss our guess if Harry doesn't follow in his daddy's footsteps.

He's got all the equipment—a lantern and a pair of overalls, and a



HARRY HUTCHESON, JR.

frown, just like a real brakeman when he's found a hot box back about forty cars!

There's no need to say that Harry loves to be around engines. He can already tell you the various parts of a locomotive and what makes them go, and he's proud of that daddy of his, and can't understand why you have to be so small and why you can't grow up and be a brakeman on the Frisco!

capacity he handled the coal strike of 1919. Following the termination of government control of railroads, Flannery organized the traffic department of the Kroger Company.

He served as president of the Cincinnati Traffic Club in 1921 and again in 1927, and was a member of the original committee which founded the Associated Traffic Clubs of America.

"LOYALTY"

Mrs. Nellie Phillips Snelling Merriam, Kan., wife of S. O. Snelling, airbrake repairman for Frisco Lines at Kansas City, read with much interest the article "A Great Railroad Peers Into the Future," written by William Dutton in the April issue of the American Magazine, following an interview with President W. W. Atterbury of the Pennsylvania railroad. Mrs. Snelling then composed the following poem, entitled "Loyalty," which should interest all railroad workers.

*The railroads of our nation
Are the arteries of this land.
They pulse civilization
And allegiance should command.*

*The country that progresses
Is the one which has steel roads—
That hauls in fast expresses
Richest shipments, bulky loads.*

*Foolish scoffers, lightly voicing—
Prate, "The railroad's day is past."
In their motors, race rejoicing,
Dreaming RAILROADS will not last!*

*Railroads cannot be supplanted!
No! their need can never die!
Head officials are enchanted
By the future they espy!*

*In the future—not far distant,
Great expansions, soon will show,
And the railroads all consistent—
Will soon prove how they shall grow.*

*Stand by, firmly, all good workers!
Prove your training, do your best!
Great things pass the whining shirkers,
Read the signs, and meet the test!*

TWO NEWBURG CAPTAINS



Frisco Lines has a monopoly on the Newburg High School basketball team. At right above is Miss Naida Miller who captained the girls' team. She is the daughter of M. J. Miller, signal maintainer, and graduated this spring. She took second place in a beauty contest held at Newburg, recently. Eugene Fuller, who appears on the left, is the son of H. E. Fuller, and was captain of the boys' team. He also graduated this spring.

INSTALL BLOCK SIGNALS

Installation of automatic block signals on the River division from Southeastern Junction to Mile Post 135, a total distance of 128 miles, mostly along the Mississippi river, is progressing rapidly.

The installation is being made there in much the same manner in which these signals were installed between Bristow and Oklahoma City and between Thayer, Mo., and Hoxie, Ark. The work of pre-casting the foundations and battery boxes was started at St. Mary's in February and upon the completion of this work a sufficient number of signals and other accessories had been received so that materials could be distributed by work train. The derrick used set the foundation and signal in place and the other material was placed at the location of each signal awaiting the signalmen's arrival to do the wiring and connecting.

The first distribution of material that was made covered the distance from Southeastern Junction to Coral, about fifty miles. The signals used are about fifteen feet high, this height placing the light or signal arm in line with the engineer's vision.

A JUNE GRADUATE



MISS FRANCES DANLEY

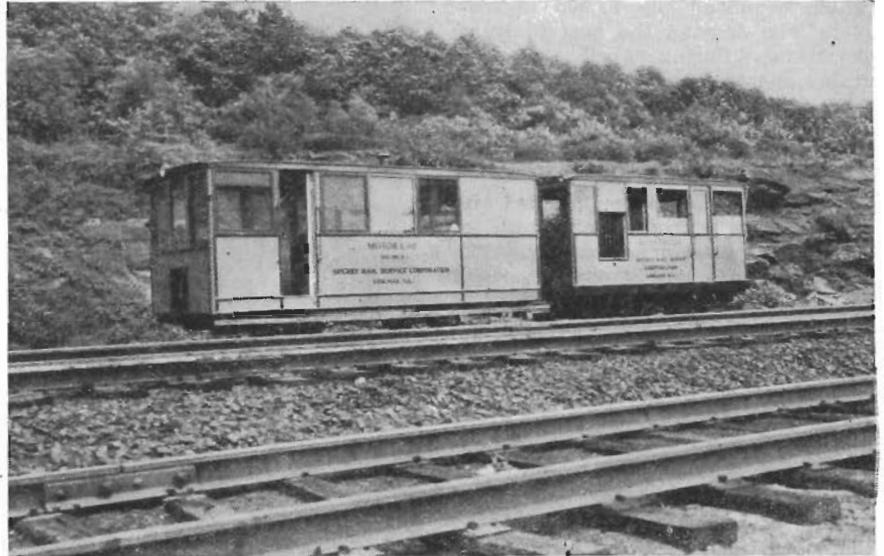
Miss Frances Danley is the charming daughter of Mr. G. S. Danley, maintenance clerk in the office of the general manager at Springfield, Mo.

Miss Danley will graduate from the Springfield High School this spring. She has taken an active part in school affairs, is a member of an honorary Latin Society, Girls' Drum Corps and other clubs.

Rail Detector at Work on Frisco Lines

AS an additional and added precaution to insure the fullest measure of safety on Frisco Lines, the Sperry Rail Detector has been engaged to operate over certain sections of track on Frisco Lines. The

the phases and possibilities of the equipment and trained as to not only to know the equipment in that way, but to be able, also, to properly interpret the results or indications obtained on the record. These oper-



The Sperry Rail Detector, which is now operating over Frisco Lines, appears above.

detector is the property of the Sperry Rail Service Corporation of Brooklyn, N. Y., and has been used as a safety precaution work by several railroad of the United States.

The machine was designed primarily for locating transverse fissures in rails in track, and it has received the approval of the American Railway Association. It consists of two cars, one a gasoline motor car of adequate capacity for towing the detector car at the uniform speed desired, and the detector car, which consists of another gasoline motor directly connected to a generator which supplies, through brushes bearing on the rails, the electricity necessary to energize it. The detecting device is located between the two brushes and the impulse created by the fissures or other defects, is brought up through a radio amplifying apparatus and relays to a recording mechanism. The record of both rails of the track is made on paper about three inches wide, subject to easy blue printing.

The equipment is in charge of the Sperry Rail Service Corporation's own operators, who are familiar with all

ators annotate the record so it can be easily identified with the track represented, but in addition, an automatic paint gun marks the location of defective rails as the car passes over them. The operating speed is about six miles an hour, but this, of course, depends upon weather conditions and the number of defective rails encountered.

The device, as stated above, was primarily designed to detect transverse fissures which are concealed or internal defects where there is no way of knowing of their existence until a complete failure of the rail. These defects are the most hazardous rail defects that a railroad can encounter, as it is impossible to detect them from outside appearances. The device also locates such defects as split heads, crack webs and cracks at the junction of the head and web.

The machine will operate over the following territory: Kansas City to Springfield, Springfield to St. Louis, Springfield to Oklahoma City, Sapulpa to Sherman, and Springfield to Birmingham.

Some one has suggested that every American citizen be made a prohibition agent and Old Charley Wetmore is in favor of the plan. His theory

is that if he got in only one good raid it would cut down his liquor bill considerably.

—N. Y. Evening Post.

TRAINS 98.3% ON TIME
Northern Division Operated 1,080
Passenger Trains 99.1% On
Time During April

THE on-time performance of Frisco Lines passenger trains, which is exemplified in the record for the system during the month of April, is one of the many features which commend the Frisco to travelers who demand the best in transportation. During April the 4,784 trains operated on the Frisco system were 98.3 per cent on time, the monthly report on this subject, issued by the office of the general manager, Springfield, Mo., reveals.

The performance maintained on Texas Lines during the month of April is especially noteworthy. The 180 trains operated there were 99.4 per cent on time, an increase of .6 per cent over the record made there during April of last year when the same number of trains were operated. During April, 1928, a total of 240 trains was operated on Texas Lines and they were 95.4 per cent on time.

Northern division had the best record of any of the Frisco divisions. A total of 1,080 trains were operated there and they were 99.1 per cent on time. This is an improvement over the record of 1,078 trains, operated 96.6 per cent on time, which was made there during the previous April and a slightly higher per cent than was recorded for this division during April, 1928, when 1,290 trains were operated 99.0 per cent on time.

River division is ranked second in the report with 824 trains operated 99.0 per cent on time. This compares favorably with April of 1929 when the 876 trains operated there were 96.8 per cent on time. During April, 1928, a total of 1,008 trains were operated on this division and were 98.7 per cent on time.

The report ranks Southwestern division in third place for April of this year. Passenger trains on this division were 98.5 per cent on time and a total of 840 was operated. This is a higher per cent than was made there in either April, 1929, or 1928. During April, 1929, a total of 779 trains were operated on this division and were 94.6 per cent on time and during April, 1928, a total of 900 was operated 96.7 per cent on time.

NEW RAIL ON EASTERN

Employees in the maintenance of way department on the Eastern division have been kept busy during the month of May, putting in twenty miles of new 110 pound rail, 13 miles of which is being laid near Lebanon, and seven miles west of Springfield. The rail replaces lighter rail.

Frisco Booth at Sportsmen's Show



THE Frisco's booth at the Sportsmen's Show held at the Arena, St. Louis, May 12 to 18, was entirely in keeping with the atmosphere of the show, and was of unusual interest to the visitors.

Spring is fishing time and in the center of the booth was a life-sized photograph of a vacationist making a nice catch. The stream was intended to represent one along Frisco Lines.

At the top of the large picture were specimens of porcupine, red snapper and other stuffed fish, all of which came from Pensacola, Fla. Mounted ducks and pheasants were placed at the four corners of the picture, representing the wild life of Pensacola.

In addition to this display, two

moving picture machines gave the on-looker vacation views from both the Ozarks and Pensacola and there was a crowd around the booth at all times during the entire week.

In keeping with the scheme, Frisco vacation folders, timetables and maps of Frisco Lines, and the recent folders showing the new room cars, were at the disposal of those interested.

J. B. Morrow, colonization agent, arranged the exhibit, with the assistance of C. B. Michelson, farm marketing agent, and Frisco employees of the St. Louis general office building took turns at staying in the booth, answering questions and handing out literature.

The discovery of a lost Polish colony of nearly 1,000 inhabitants in the Valley of the Doce River, South America, is reported by a Polish naturalist. They have been lost since 1873 and have lived in complete isolation.

Cupid's Dart

No girl objects to Cupid's dart,
 Nor does she mind the stones he
 flings,
 Such treatment never pains her heart
 When stones are cut and set in
 rings.

VISIT NATIVE HUNGARY

Mike Kish of Kansas City and Mrs. Kish Return Home After 23 Years

MR. AND MRS. MIKE KISH of Kansas City, Mo., have just returned from a three months' visit abroad to Hungary, their native home which they left twenty-three years ago. Mr. Kish is employed in the Frisco's car department at Kansas City.

They left Kansas City on December 10, 1929, and boarded the boat in New York at 11:00 p. m. on December 14. The boat was the Berengaria, of the Cunard Line and was 919 feet long and weighed 52,226 tons.

On December 20, they landed in France and from France they went by train to Basle, Switzerland, then through the southern part of Ger-



MR. AND MRS. MIKE KISH

many, through Austria and into Hungary. The train was coupled to an electric engine at Zurich, Switzerland, and drawn by electric engines all the way into Vienna, Austria, at a high rate of speed. The route of the railroad lay at the foot of the Alps mountains and the scenery was very beautiful.

Their destination was Delregeen, Hungary, and from this village they visited their relatives in surrounding towns and in parts of Rumania—that is, all those who had survived the great catastrophe of the past few years. It was in Delregeen that they celebrated Christmas, but both Mr. and Mrs. Kish say that times have changed so that their Christmas was different than they had anticipated.

They started their return trip on February 26, landing in New York on March 4, and after visits in Ohio and Illinois returned to Kansas City on March 10.

"We are both glad to be back home," so Mr. and Mrs. Kish both said. "This feels more like home to us than our native country. The trip was beautiful and enjoyable and was worth many times what it cost us."

For Meritorious Service

NORTHERN DIVISION

APRIL 14—F. L. Higgins, fireman, Monett, Mo., took Engine 4031 into Neodesha without delay, despite stoker trouble. Commended.

April 14—C. J. Seward, brakeman, Monett, Mo., assisted in firing engine 4031 when stoker trouble developed. Ten merits.

April 29—J. L. Reynolds, conductor, C. W. Nance, brakeman, C. F. Conrad, engineer, and C. T. Baird, fireman, all of Fort Scott, discovered leak in car of oil in Train 138, attempted repairs, but finding themselves unable to stop leak, immediately called the car man and set the car out so that permanent repairs could be made. Five merits each.

April 19—A. B. Young, section foreman, Everton, Mo., noticed brake rigging dragging on SF 19013, Train 142, and notified the conductor. Five merits.

SOUTHERN DIVISION

May 2—W. H. Jackson, brakeman, Thayer, Mo., noticed crushed rock leaking from flat bottom coal car in Local 244, called the attention of the agent at Williford to the defect and assisted in making repairs. Commended.

April 22—J. M. Stewart, agent, Kolola Springs, discovered broken arch bar on RMX 4421 as it passed his station in Train 945. Five merits.

May 7—J. D. Tackett, operator, Hoxie, discovered hot box on meat car in Train 131 as it passed his station and notified conductor. Five merits.

RIVER DIVISION

J. S. Brownfield, conductor, R. L. Cooper and V. E. Hopkins, trainmasters, accorded very courteous and kindly treatment to Capt. Bryan L. Milburn, of the 65th Cavalry on a recent trip from Memphis to Joiner. Commended.

H. V. Cheatham, conductor, W. J. Buchanan, engineer, W. V. Findley, fireman, and C. F. Weidman and H. C. Montgomery, brakemen, went to Matthews for car of corn which was badly needed at McMullin, saving \$32 making two stops and eliminating possibility of losing revenue on the car of corn. Ten merits each.

C. E. Williams, switchman, discovered and reported grab iron in bad condition on roof of car in Chaffee yard, April 17. Commended.

L. M. DeBerry, conductor, and J. W. Davis, brakeman, in inspecting Train 835, on February 26, discovered CBQ 134213 with broken arch bar and set it out.

A. B. Carlock, agent-operator, Gravois, given letter of appreciation from H. J. Weber and Sons Nursery Company covering good service obtained recently.

H. R. Carle, conductor, and George Smiley and Fred French, brakemen, made repairs to car in Train 835 on March 14, avoiding setting it out for repairs when it was moving to Memphis. Five merits each.

H. V. Cheatham, conductor, and A. O. Anderson, brakeman, made repairs to NOTM 2875, Train 844. Five merits each.

WESTERN DIVISION

C. A. Whitson, clerk, Cordell, found dome cover loose on a tank car and tightened it. Five merits.

J. L. Reed, conductor, and G. C. Miller and J. M. McClain, brakemen, all of Enid, Okla., repaired a car loaded with cement and handled it to destination without delay. Commended.

SOUTHWESTERN DIVISION

April 10—W. A. Stookey, section foreman, Fairland, noticed brake beam dragging on a car in Train 440 and signaled the crew to stop the train. Ten merits.

EASTERN DIVISION

April 23—W. E. Jones, brakeman, Clinton, Mo., noticed broken arch bar on SF 11817 in Train No. 143 and notified the brakeman of that train. Ten merits.

TULSA TERMINALS

Lige Deason, assistant chief yard clerk, discovered car in West Tulsa, night of April 20, listed as an empty when it contained glassware and prevented further mishandling. Five merits.

R. T. Studley, switchman, while switching at west end of yard saw a car break off from cut and start descending grade on main track and ran to the car, catching it in time to apply the brakes and stop it. Five merits.

BIRMINGHAM TERMINALS

J. H. Hurd, engineer, found a rod sticking out on a car on the west end of IC No. 6 and reported the matter to the night yardmaster. Five merits.