

CHAS. STYPES IS 92

Frisco's Oldest Veteran Celebrates Birthday At Home in Olathe, Kansas

CHARLES STYPES, retired Frisco Lines engineer and Civil War veteran, who in 1927 won for the third consecutive year, the medal given to the oldest veteran in attendance at the Frisco Veterans' Reunion, celebrated his 92nd birthday at his home in Olathe, Kan., on August 2.

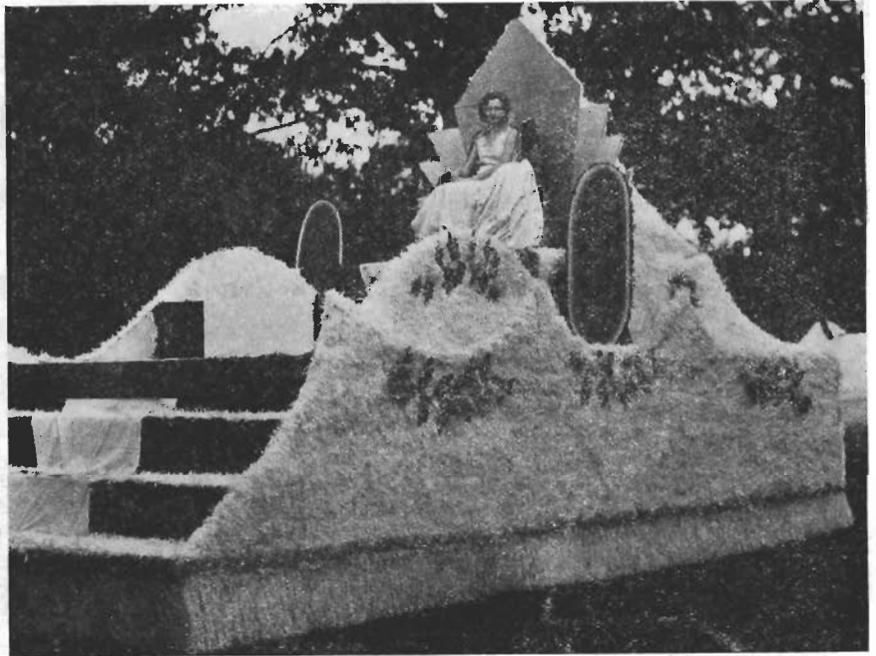


CHARLES STYPES

Reaching the ninety-second milestone was in itself an achievement sufficient to make the day a happy one for Mr. Stypes, but throughout the day additional happiness came to this fine old citizen of Olathe in the form of congratulatory telegrams and letters from officials and employes of Frisco Lines. Among those felicitating him on the anniversary of his birth were Messrs. J. M. Kurn, president of Frisco Lines, J. L. McCormack, secretary of the Frisco Veterans' Association and a number of other officials. S. E. Ferguson, Frisco Lines agent at Olathe, made a call on Mr. Stypes and congratulated him on behalf of the company.

Mr. Stypes has made his home with Mr. and Mrs. C. C. Hoge of Olathe since the death of Mrs. Stypes two years ago. He was born in 1838 and has lived in Olathe since 1888. He was retired from the locomotive cab eighteen years ago and in 1926 he and Mrs. Stypes received congratulations from far and wide when they celebrated their sixtieth wedding anniversary at their home on East Loula street in Olathe. He worked on locomotives in the days when wood was used as fuel and railroading in general was very crude in comparison

Hope, Arkansas, Holds Watermelon Festival, Aug. 7



Miss Sarah Louise Gentry, Queen of the Fifth Annual Watermelon Festival at Hope, Ark., appears above on the Queen's Float.

THE Fifth Annual Watermelon Festival, held at Hope, Ark., on Thursday, August 7th, under the auspices of the Hope Chamber of Commerce and participated in by the various civic organizations of the city, drew approximately 20,000 visitors. Not a hotel room was to be obtained in the city on that day, as the visitors to the festival began to arrive several days prior to the event, and practically every town and city within a hundred miles of Hope, was represented.

The day's entertainment began early in the morning with a flying circus which included a number of planes from different Arkansas cities.

At 11:50 a. m. the Frisco's Watermelon Special pulled into Hugo with a record number of excursionists. Bands from Hope, Pine Bluff High School and the Hot Springs Boy Scout band greeted the visitors.

Promptly at 1:30 p. m. the parade of sixty floats formed and traversed the city, ending at the Fairgrounds, where Miss Sarah Louise Gentry was crowned Queen of the 1930 festival

by United States Senator Joe T. Robinson, of Arkansas. Following the coronation ceremonies, a pageant, presented by a dancing and singing cast of 100 proved to be the finest one yet presented at any of the festivals.

Senator Robinson delivered an address which dealt with the recent London naval parley, also dealt briefly with the drought situation in Arkansas and the damage to crops.

Following his address, forty tons of watermelons were sliced and 20,000 people feasted on the chilled pride of Hempstead County.

During the heat of the day there was very little activity, but at 9:00 p. m. dances were held in different sections of the city.

Frisco representatives who attended the festival were: Messrs. L. C. Beazley, assistant superintendent, Hugo; W. W. Claypool, general car foreman, Ft. Smith; S. C. Cole, traveling engineer, Hugo; G. O. Gilbert, agricultural agent, Talihina; J. R. Trotter, division claim agent, Ft. Smith, and Mr. Buchanan, special agent, Hugo.

with today, witnessing through the years the gradual improvement and the refinements which have come about in railway operation. In his active years he held high positions

in the Brotherhood of Locomotive Engineers. Mr. Stypes has a son, Arthur Stypes, who lives in Portland, Ore., and Mrs. Hoge, with whom he lives, is his daughter.

FOR MERITORIOUS SERVICE

SOUTHERN DIVISION

July 26—A. R. Miller, operator, Marked Tree, noticed something dragging on train 135 as it passed his station and notified the conductor, who stopped the train and found a brake-beam down on SF 127846. Commended.

August 7—Abe Smith, brakeman, Amory, while on train 135, did excellent work in running a hot box on a car of feed to Pensacola and saved twenty-four hours delay. Commended.

August 8—Jim Judge (colored), brakeman, Birmingham, helped hand-fire engine 2001 about 90 per cent of trip when stoker stopped and crew could not get it to operate. Commended.

August 8—Ed Thompson, fireman, Birmingham, helped hand-fire engine 2001 about 90 per cent of trip when stoker stopped and crew could not get it to operate. Commended.

WESTERN DIVISION

A. Linderer, B&B foreman, Enid, and C. E. Schofield, agent, Blackwell, made extraordinary effort to furnish prospective shipper with three flat cars which were ordered from a connecting line. Mr. Schofield drove to the point where a B&B gang was working and with the help of the foreman and the men transferred the material, making the cars available three hours after they were ordered. Commended.

Fred L. Richardson, B&B foreman, Enid, on hearing of a washout went to bridge and after inspecting it secured section crew and made necessary repairs, saving delay to a train. Ten merits.

C. S. Stewart, conductor, Blackwell, Okla., assisted in repairing car with broken air hose and angle cock. Commended.

E. F. Miller, fireman, Enid, repaired brick wall fire-box of engine 572 by preparing the mortar and doing the work in a prompt, satisfactory manner. Ten merits.

EASTERN DIVISION

H. L. Moore and F. A. Widmeyer, brakemen, Springfield, Mo., while looking over their train at Logan, on July 8, found two box bolts gone from car SF 145482 and made temporary repairs so that the car could be moved. Commended.

J. A. Barnicle, brakeman, discovered broken flange on car PA 97983, June 18. Ten merits.

C. E. Hunter, conductor, discovered broken wheel on SF 101341. Ten merit.

K. C., Mo., Boy Scouts to Camp via Frisco



One hundred and fifty members of Boy Scout troops in Kansas City, Mo., used a special train on Frisco Lines en route to their permanent summer camp in Osceola, Mo., during July. The Scouts left Kansas City at 8:30 the morning of July 7, and arrived at Osceola shortly after 1 o'clock. The photograph above was made at Union Station in Kansas City shortly before the "Boy Scout Special" left the terminal. Other movements of scouts are to be made during August.

MEMPHIS TERMINAL

R. J. McKnett, switchman, discovered broken wheel under ACL 41009 and called attention of the car department to it. Five merits.

RIVER DIVISION

C. Coker, conductor, Geo. Kay, engineer, E. E. Talley, fireman, and A. O. Owens and Wm. Spencer, brakemen, given letter of appreciation for splendid run made on train 802, July 6.

A. J. Nichols, fireman, given letter of appreciation for assistance given engineer Green in cooling hot engine trucks on engine 1015, train 801, July 11.

W. M. Webber, agent, Burdette, Ark., given letter of appreciation for efforts made to secure and properly handle business at his station.

J. W. Pepples, fireman; T. M. Stokeley, conductor; H. V. Hubbard, conductor; A. L. Bailey, brakeman; Geo. Smiley, engineer; W. Estes, brakeman; R. H. Ballard, H. Martinie, engineers; E. Barclay and J. U. Boyts, firemen, took prompt action in protecting company property and the Scott County Milling Company when fire was discovered in the milling company's plant on July 7. Fifteen merits each.

BIRMINGHAM TERMINALS

July 22—J. C. Frazier, engine fore-

man, discovered bent axle on Frisco car 89557 and reported it to J. H. McCurdy, car inspector. Five merits.

NORTHERN DIVISION

Frank Venn, conductor, Wichita, Kans., turned car KOTX 841 at Augusta and took back to Wichita so that it might be repaired. Commended.

H. K. Giles, conductor, yard office, Kansas City, found a broken arch bar on SHP 10009 when inspecting his train at Henson, July 16. Commended.

John H. Pliant, passenger brakeman, Monett, Mo., while inspecting tickets of passengers at Wichita, July 14, found a passenger holding a ticket from Wichita to Joplin enroute to Poteau, Okla., and informed the passenger that he could get direct connection at Monett and persuaded him to exchange his ticket at Wichita for a through ticket on our line. Commended.

H. G. Spahr, brakeman, Monett, Mo., fired engine, train 342, May 24, because of the illness of fireman Brown. Five merits.

J. H. Booth and H. F. Mulkey, brakemen, both of Wichita, Kan., fired engine 777, from Medora to Ellsworth, because of the illness of fireman Ringer, on August 1. Five merits each.

Gold Star Mothers Use Frisco Lines En Route to France

THIRTEEN mothers and widows wearing the tri-colors and gold star emblem of their pilgrimage to the graves of their soldier sons and husbands in France and traveling in a special through car, left Fort Worth July 19 on the Frisco's Bluebonnet for St. Louis. At St. Louis their car went to New York Central Lines for the trip to New York where they embarked for France with hundreds of other women to whom the World War had meant a supreme sacrifice.

Frisco Lines, anxious that these heroines of the last great war should

dead was paid by the gold star mothers and widows on the morning they assembled there to begin their pilgrimage. They were taken to Mount Olivet Cemetery, by members of the Women's Auxiliary of the Bothwell Kane Post 21, American Legion, where they visited the graves of the soldier dead. At 11:30 o'clock they were guests of the Legion Auxiliary at the Texas Hotel. Gold star place-cards bearing a flag and a verse of greeting to each were present as favors to the guests, and informal addresses of welcome were given by officers of the auxiliary staff.



The group picture of Gold Star Mothers and friends shown above was taken at the rear of the Bluebonnet just before it left Ft. Worth, Texas, for St. Louis, July 19.

have every comfort, had them accompanied from Fort Worth to St. Louis by one of its representatives, E. H. Jordan, assistant general passenger agent. Upon reaching St. Louis a representative of the New York Central took them in charge.

These women who are making the trip as guests of the Federal government expressed little fear at making the crossing of the broad Atlantic, though none leaving Fort Worth has ever traveled by water. The consensus of sentiment among them seemed to be. "We are so happy that we are going to the graves of our sons and husbands—that we can see their last resting place—that the long trip means nothing." Among the effects of these travelers were packed a wide variety of tokens for the graves upon their arrival in France—wax lilies, wreaths, flags, potted plants and many other tokens and remembrances.

Tribute to Fort Worth's soldier

This group, which was the first from Texas, sailed on July 23. Another Texas contingent was mobilized for departure about ten days after this group.

A fitting poem entitled "The Gold Star Mother" was written recently by Mrs. Mary Kessler, wife of F. X. Kessler, Frisco Lines engineer, who resides at 6708 Fyler Avenue, St. Louis. Mrs. Kessler's poem appears below:

Gold Star Mothers you are waiting,
Oh so patiently
To go across the ocean your
son's grave to see;
To place some lovely flowers and
say a silent prayer
Will be such a comfort to you
while kneeling over there.

You have had so many heartaches,
no one knows what pain,
To see your sons go to war and
not return again.
But God in all His mercy, His

HARMONY among the employes of the railways of this country has never been greater than at the present moment. There is not a ripple of discord; no grievance, dispute or misunderstanding that cannot be quickly adjusted, because employer and employe approach each other on a proper basis of co-operation which is the only foundation for success in industry.

—A. F. WHITNEY, National President, Brotherhood of Railway Trainmen.

A SUPERIOR SERVICE

It is entirely possible in these days of high pressure salesmanship that a business firm sometimes forgets the advantages of rail transportation and ships by truck at a loss to itself. The Empire Leather Company of Birmingham, however, is cognizant of the obscurity that occasionally surrounds this issue and in the letter quoted below to the Goodyear Tire and Rubber Company of Atlanta, points out the wide margin of superiority that railroad companies have over trucking firms.

"We are in receipt of the shipment made via truck lines on July 22nd. We notice from duplicate left with us, that this delivery will cost us \$7.66. Just out of curiosity, we computed the weight (934 lbs., at 68c per hundred, which is railroad freight rate) and we found that it would have been much cheaper to have it sent by railroad. Then, when you take into consideration that the numbers of railroads that run between Atlanta and Birmingham, whose employes will run into thousands, and when you consider taxes that are paid by railroad companies and other benefits that we derive from railroad companies, you will readily realize that you, ourselves and everyone else in business should ship via railroad wherever possible.

"We are not assuming any dictatorial attitude, we are merely bringing this to your attention, feeling that you have not given a proposition of this kind consideration from the point of view explained above.

"Trusting that you will give the railroad companies, who are justly entitled to every consideration, an opportunity to haul your freight, we are, Very truly yours, **EMPIRE LEATHER COMPANY.**"

kindness and His love,
Has taken every one that fell to
his home above.
And there up in the heavens blue
Your boy is waiting just for you,
Little Gold Star Mother.

LARGEST OKLA. BUILDING

First National Bank Will Erect 32-Story Structure in Okla. City

OKLAHOMA'S largest and tallest building, a 32-story structure, will be erected in Oklahoma City shortly by the First National Bank and Trust Company. Mr. Frank P. Johnson, president, announced recently.



OKLAHOMA'S LARGEST BUILDING

The structure will cost four and one half million dollars including the site, and will tower 440 feet above the sidewalk to the aviation beacons which surmount the roof. The building will occupy a site 140 by 200 feet at First and Robinson streets.

The bank will occupy the basement and first four stories and the remaining 28 floors will be for office space.

The beacon tower on top of the building will be equivalent to 7 additional stories, making the building in fact just one story short of forty in height. This tower will be provided with a staircase and will be available to the public for observation. Lights in this beacon will have a visibility of 50 miles.

It is expected that the building will be ready for occupancy on or before October 1, 1931.

The First National Bank and Trust Company is Oklahoma's largest financial institution, with resources of more than 70 million dollars. It is one of the 100 largest banks in the United States.

COMPILATION of railroad purchases during 1929 shows that the carriers bought 23 per cent of the bituminous output of the country, 19.2 per cent of the fuel oil, and, directly or indirectly, more than 20 per cent of the timber cut, and 17 per cent of the total iron and steel products.

These are, of course, only the principal items in a shopping list that includes varying amounts of a majority of the products of American industries.

That the railroads are as careful as the average frugal housekeeper is indicated by the fact that at the end of 1929 supplies carried in stock aggregated \$471,000,000, against \$755,563,278 at the close of 1920.

—From the Wall Street Journal

TULSA AGAIN WINS PENNANT

One hundred and four fewer errors were made in the handling of freight on Frisco Lines during July than during June, according to a report on this subject issued August 7 by the office of J. L. McCormack, superintendent of freight loss and damage claims. The number of errors in July totaled 291 as compared with 395 in June.

The least error pennant for the station in Group One having the smallest number of errors was again won by Tulsa, making the eleventh consecutive month that this station has won the pennant of its group. Seven errors were made there in the handling of 25,621 shipments.

The Group Two pennant was won by Oklahoma City, where six errors were made in handling 10,974 shipments. This pennant was held at Birmingham during July and the two months prior to that.

In Group Three Chaffee had a perfect record and held the pennant of that group during the month of August. This pennant was in the possession of the agent at Jonesboro at the close of July. A total of 2,133 shipments were handled at Chaffee.

RAIL TAXES INCREASE

IN the first quarter of 1926 the railroads' taxes amounted to \$88,169,682. In the first quarter of 1930, the worst year thus far that the railroads have had since 1922, their taxes amounted to \$88,372,983.

If the taxes continue to increase in future as fast as in recent years it will not be long until the taxes of the railways will exceed the total return they are allowed to earn upon the entire investment in their properties.—Railway Age.

EXPRESS FRISCO LOYALTY Springfield Business Men Assure Men's Club of Support

THE huge trucks and busses which lumber over our tax-built highways have been making vigorous bids for the business of the railroads and this, among other factors that might tend to divert traffic from Frisco Lines, caused G. C. Roop, president of the Frisco Men's Club of Springfield, to address a letter on June 2 to Springfield business men calling their attention principally to the Frisco's yearly payroll there, which totals approximately \$6,000,000. Mr. Roop concluded his letter with the request: "When you place an order, won't you please specify Frisco routing and help keep the Frisco employes at work?" No acknowledgment was asked for this letter, but 'phone calls and written replies evidencing its favorable reception were many. Following are excerpts from a few of the letters:

"We want to say to you that we appreciate your letter very much. It gives a lot of information we had no way of getting, and tells things we did not know. We wish to assure you that you have had and will continue to have our fullest co-operation, and that practically everything we use in our business comes over the Frisco, where it is at all possible for it to do so. We thank you for the information given us, and again pledge you our co-operation in the movement of freight."

A. B. Coffman, Manager,
Clark Lumber Company.

"We have read your letter of June 2 with a great deal of interest, and although we have realized right along the value of the great Frisco organization in Springfield, we did not know exactly the extent of the payroll. We value very much the nice amount of business we receive from Frisco employes, and we realize that the company can increase its payroll only in proportion to the amount of business handled. Therefore, we will certainly favor the Frisco Railway Company with our tonnage in every way possible. It might interest you and other Frisco employes to know that we are paying the Frisco Railroad Company an annual revenue of something over \$100,000."

Willow Springs Creamery Co.

"I thank you for your letter and for the information therein. I have always considered the Frisco a Springfield institution and want to co-operate with you wherever possible."

Al Gottfried,
Furniture, Rugs, Linoleums.

Views of St. Louis Terminal Club Picnic



The magazine's photographer caught the group of speedsters, shown above, just as they were tearing into the stretch of the men's hundred-yard dash on the program at the St. Louis Terminal Club's picnic, July 20, at Ten Brook, Mo. Below, the Frisco kiddies lined up for their turn to extract whistles and balloons from fish pond.



The hobbling sack race entrants are doing their level bests in the above photograph. Charles Heath, at the extreme left, managed to hobble in an upright position past the finish line and took first money in the event. The photograph below shows the contestants in the fifty-yard dash for ladies, running "neck and neck" near the finish of that race.



The group of bathers above was only a portion of the picnickers who succumbed to the irresistible invitation offered by the cool waters of the "swimming hole". The composite photograph below shows the club members all assembled in one group so the camera could make a permanent record of the day.



"Have been away for almost three weeks buying furnishings for the hotel, and can truthfully tell you that all shipments are coming in order to St. Louis via Frisco Lines. Your letter prompted me to write you and tell you that my heart is with the Frisco railroad and all connected with it."

Charles Sansone,
Manager of the Colonial Hotel.

"I agree with your position and have always tried to give my business to the railroads and believe that ninety-eight per cent of our business is done by the railroads."

W. W. Johnson, Builder.

"I want to assure you that everything in which we are connected and the Ed V. Williams Clothing Company are one hundred per cent for the Frisco. We have everything routed that way. Have never shipped anything by truck or otherwise and the

only freight expressed and merchandise in any way received by us comes by your line, which policy shall be continued."

**Ed. V. Williams, of the
Ed. V. Williams Clothing Co.**

"We are enjoying a very nice business from Frisco employes, and can assure you that we appreciate it very much, and I do not know of a carload of tires ever coming into Springfield that was not shipped via Frisco. You can depend upon our firm to ship everything possible via Frisco Lines."

**F. R. McMahon, President,
Shockley Tire Company.**

"We are indeed glad to have the information contained in your letter, as it is very interesting. While we have always appreciated the Frisco and those associated, yet the figures which you give should make one appreciate this more. I think you are

doing the proper thing in asking the people of Springfield to support the Frisco in every way possible, as it means so much to this community."

The Union National Bank.

"I feel that you are entitled to know that I am for the Frisco Railway 100 per cent. We have never shipped one pound of freight any other way than by rail. I wish the Frisco success and co-operation from the public."

**R. R. Wommack,
General Merchandise.**

"We were more than pleased to receive your circular of June 2 and heartily agree with you. This is a wonderful letter and will be given due consideration by most of the business men, I am quite sure. Any time we can be of service to you will be glad to do so."

**A. E. Bischoff, Queen City
Fish and Oyster Company.**