

Memphis, Tenn.

That the members of the Memphis Frisco Employes' Club are alert and seize every opportunity to secure business is emphasized each month by the solicitation reports made at club meetings, and the meeting of that club, held October 8 in the local freight office there, was no exception. It was attended by twenty-five members and one visitor, G. T. Blankenship, traveling claim adjuster, and after setting the next meeting for the second Wednesday in November, the session was given over to solicitation report and discussion.

Reports made in the meeting disclosed that business, tips or both had been secured by each of the following: H. D. Robertson, route clerk; Everett Hanover, receiving clerk; F. T. Stroud, utility clerk; S. L. Oliver; P. W. Ramsey, team track clerk; N. R. Walker, receiving clerk; J. L. Edwards, cashier's clerk; D. E. Creeden, disposition clerk; A. E. Grissom, check and receiving clerk; H. S. Crothers, expense clerk; E. W. Holcombe, rate clerk; J. B. Wright, claim adjuster, and A. E. Elliot, platform foreman.

Fort Worth, Texas

Harry Granger, president of the Frisco Employes' Club of Fort Worth, Texas, outlined plans, at a club luncheon held in the First Christian Church there, on October 16, for a very enjoyable and profitable season of club activities, stating that with the support and co-operation of members, the club should accomplish a great deal during the fall and winter months.

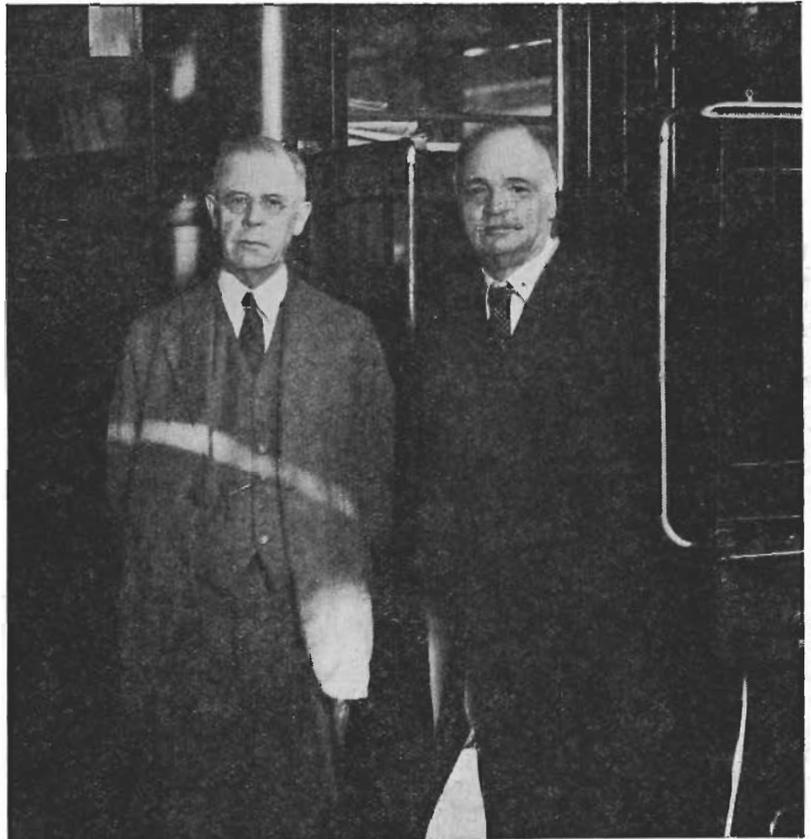
This luncheon opened the Fort Worth club's fall activities, and was well attended. Appetizing food and an entertaining program added to the success of the affair. The chief event on the program was a comedy skit entitled "An Embarrassing Moment in History," which was well received by the audience. It had been planned to have a Bathing Beauty Revue at this luncheon, but because of lack of time, it was postponed.

Arkansas City, Kan.

The meeting of the Frisco Employes' Club of Arkansas City, Kan., held September 20, was opened with an inspiring talk by J. W. Siverd, the club's president. Twenty members were in attendance at this session.

Following Siverd's talk, the discussion of solicitation was taken up by H. R. Smyer, agent; H. Spratt, car inspector; O. E. Williamson, switchman, and Walter Tinsley, yard clerk, all of whom contributed worthwhile reports and suggestions.

The Nation's Vice-President Uses Frisco Lines



HON. CHARLES CURTIS, Vice-President of the United States, was a passenger on the Sunnyland from Kansas City to Springfield, October 17. Traveling as a guest on the business car of Mr. J. E. Hutchison, vice-president of Frisco Lines, Mr. Curtis left Kansas City at 8:30 a. m., and arrived in Springfield at 1:50—on time to the minute. He is shown in the above photograph with Mr. Hutchison.

The nation's vice-president, who passed his 70th birthday last January, looks ten years younger than his age, and is unusually active.

Chatting with Mr. Hutchison, and H. W. Hudgen, chief claim agent, and W. L. Huggins, Jr., publicity director, who also accompanied him, he remarked that his only concession to his age was to stop remembering names, two years ago.

"They'll tell you out in Kansas where I started my political career many years ago, that I've got a remarkable memory for names. Two or three years ago, however, my doctor insisted that I stop that practice, so now I make no attempt at all to locate a man's name in

my mind, when I meet him."

The vice-president hasn't stopped his genial hand shaking, however. Crowds met the train at Paola, Pleasanton, Fort Scott and Lockwood, and at each of the four stops, Mr. Curtis shook the hands of three or four hundred people.

"That's one job I don't mind at all," he said. "There's something mighty human in shaking hands with folks. I've suffered ill effects from it only once, and that was when I shook hands with 8,000 people in one night. My hand ached a little for several hours after that."

Following his address in Springfield, October 17, to a mass meeting of Southwest Missouri Republicans, Mr. Curtis left on Mr. Hutchison's car aboard No. 104, arriving in Kansas City at 7:15 a. m., October 18. He was a guest of honor at the Kansas University-Kansas Aggie game in Manhattan, Kan., that day. During the next two weeks the vice-president made several political speeches in Kansas, in the interest of Frank "Chief" Haucke, Republican nominee for governor.

"Uncle Bill" Morrill Retires November First

"BE careful, now." Thousands of Frisco employes have heard those kindly words from one of the grand old men of Frisco Lines. In each instance that parting salutation has come at the end of a pleasant chat, and it has been accompanied by a hearty hand-shake.

Known to almost every Frisco employe, called "Uncle Billy" by hundreds of them, and affectionately remembered by literally thousands of school children as "that nice old man who talks to us about safety," J. W. Morrill, veteran engineer and accident prevention agent, has reached the retirement age.

On November 1st, after fifty-one years of service with Frisco Lines, "Uncle Bill" was placed upon the railroad's retired list—the Roll of Honor.

He was born in Stanstead County, near Quebec, Canada, October 2, 1860. Near the old home is a monument erected to the pioneers of that county, and on the marble slab are five Morrill names.

He came to Boston in 1878 to drive an ice wagon for a time, and in October, 1879, he came to St. Louis to visit with a cousin, Cal Dutton, who was a passenger man with Frisco Lines.

"When I went to look for work, Mike Kearney, head of the mechanical department in 1879, told me that they wanted some big men to fire some new big engines that they had just received. These were the No. 42 and 43 engines, with 18-inch cylinders. And so on the third of November, 1879, I started to work for the old Frisco. In the spring of '80 I went to firing, and in the fall of '83 I was operating a locomotive between Pacific and Dixon, Pacific being the end of the railroad until New Year's morning of '84. I got a regular switch engine job at Chouteau Avenue in the winter of '84 and in the spring got the Dixon hill job on the helper engine, for which I received \$3.00 a day for 12 hours work.

"In February, 1894, I was placed on

local passenger run that laid over at Pacific and I had that run until I was retired from the locomotive service on May 1, 1920, due to a defective ear."

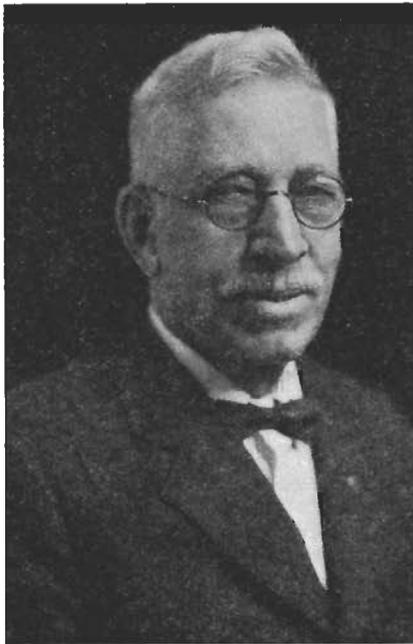
It was then he was assigned to accident prevention work. It seems that he was particularly fitted for his task. Having been an engineer he knew the dangers that were in store for the trespasser. His particular work has been with the school children and roughly estimating his audiences, he has spoken before 3,000,000 school children. From his pocket he can always draw forth a button upon which is printed "KMOX Careful Children's Club, St. Louis Safety Council," and through "Uncle Billy's" vigilance thousands of children have joined.

He seems to think the hope of safety is in the next generation: "Safety should begin at home," he said. "We teach these children safety in the school, and then their mothers and fathers take them for a shopping tour on the busy streets of a town, grab their little hands and rush through red lights, in front of speeding cars, and our safety teachings prove naught."

Radio enthusiasts in all parts of the country have heard

"Uncle Billy's" plea for safety over the KMOX station in St. Louis and his addresses always carry an appeal—the appeal of a man who has been back of the throttle of a locomotive and knows the dangers of those who do not heed the bell and whistle, and the appeal of a man who has made an intensive study of safety rules.

Morrill has been an active member of the Brotherhood of Locomotive Engineers since 1884, when he joined Mizpah Lodge. He served as local chairman, chief engineer, secretary and treasurer of the General Committee of Adjustment for a number of years and has often attended the national conventions as a delegate. He is also a member of Lodge 534, A. F. & A. M., of Pacific, Mo., and an active worker in the Presbyterian church. He has also been a member of the



J. W. MORRILL

IN THE FRISCO HOSPITAL

The following list contains the names of patients confined in the Frisco Employes' Hospital in St. Louis as of Oct. 15, 1930. They will be glad to hear from their friends:

Kimberlin, Miss R., St. Louis, Mo.
 Marberry, W., St. Louis, Mo.
 Williams, W., Enid, Okla.
 Wright, J. V., Poplar Bluff, Mo.
 Dean, H. C., Manchester, Mo.
 Edlin, J., Dunbar, Okla.
 Murphy, J. P., Springfield, Mo.
 Nelson, J. A., Joplin, Mo.
 Reaves, E. L., Ft. Smith, Ark.
 Bailey, D., St. Mary's, Mo.
 Helbing, A., Springfield, Mo.
 Dillon, A., Enid, Okla.
 Daugherty, W., Sullivan, Mo.
 Putman, F. C., Oklahoma City, Okla.
 Dumey, H. J., Chaffee, Mo.
 Cross, H. T., Chicago, Ill.
 Kellner, A. T., Kansas City, Mo.
 Eastern, B., Dunbar, Okla.
 Adams, J. B., Ft. Smith, Ark.
 Benson, C. L., St. Louis, Mo.
 Harold, J., Webster Groves, Mo.
 Williams, G. W., St. Louis, Mo.
 Speak, Joe, Springfield, Mo.
 Graham, George, Wadina, Okla.
 Meador, W. M., Springfield, Mo.
 Mitchell, Claude, Farmington, Mo.
 Burks, F. K., St. Louis, Mo.
 Rhodes, C. L., Springfield, Mo.
 Reppert, J. C., Kansas City, Mo.
 Sproul, J. M., Sherman, Texas.
 Smith, John, Sapulpa, Okla.
 Atteberry, J. N., Aylesworth, Okla.
 Kindred, E. J., Crowder, Mo.
 Vance, J. L., Morris, Okla.
 Hickey, C. C., Kansas City, Mo.
 Thomas, J. W., Sapulpa, Okla.
 Hoagland, O., Hugo, Okla.
 Vegas, W., Oklahoma City, Okla.

Board of Education in Pacific for the past twenty-five years.

Mr. and Mrs. Morrill have two sons, the oldest, Joseph R., now employed with the St. Louis Terminal Company and the youngest, Don E., in the real estate business. One daughter is married and resides at Maplewood, and a second lives with the Morrill's at Pacific and is a teacher in the primary grade of the schools there.

"I am leaving the service with nothing but kind feelings for everybody," "Uncle Billy" said, "and these kind feelings are for everybody from the section foremen to President Kurn."

There is no reward which his most intimate friends could wish for him which will be greater than the reward which he will receive, and that is the everlasting affection and respect which is his.

H. C. CONLEY DIES OCT. 9

Veteran Traffic Department Officer Succumbs at Joplin, Mo., Hospital

THE Pension Roll of Frisco Lines lost another "old timer" on October 9, when Harrison Clark Conley, better known as "H. C.," assistant freight agent at Oklahoma City, died of cancer at Joplin, Mo. The funeral was held at 2 p. m., October 10, in Oklahoma City, with George F. Macgregor, executive general agent, Kansas City, and F. C.



H. C. CONLEY

Bymaster, chief clerk to general traffic manager, and B. H. Stanga, traffic manager, both of St. Louis, among the officials in attendance.

Officially credited with 46 years and nine months service with Frisco Lines, Mr. Conley was one of the most widely-known rail traffic executives in the great southwest. He entered the employ of Frisco Lines on March 22, 1882, as a car cleaner for the Missouri River-Fort Scott and Gulf Railroad. He was determined to become a telegrapher, but it was necessary that he accept the car cleaner's job to get on the road's payroll. Shortly thereafter he became a combination car clerk, check clerk and baggage man under Agent W. A. Denis. So multitudinous were his daytime duties that the telegraph key remained as far as ever from realization until he hit upon the idea of handling baggage for the Missouri Pacific night operator, and that gentleman, in return, agreed to "practice" with him on the key. Thus Conley learned the telegrapher's art at the practice key from

Haskell Indians on Frisco to Cape Girardeau



Ancestors of the young men in the above picture rode horses bareback, shot their game with bow and arrow and were the only real "native Americans." These gentlemen, however, comprise the football team of Haskell Institute, national Indian school at Lawrence, Kansas, and when this picture was taken, on October 17, they were in St. Louis, enroute to Cape Girardeau, where they were defeated by the Cape Girardeau teachers 12 to 6 in one of the surprise victories of the early football season. Coach John Levy, who was second only to the famous Jim Thorpe as an Indian athlete, appears second from the left in the second row.

7:00 until 11:00 o'clock each evening.

In the latter part of October, 1882, he went to Girard as helper, then became relief agent. Then, throughout the years of his Frisco service, came agencies at McCune and Arcadia, Kan.; Lamar and Joplin, Mo.; commercial agent at Joplin, commercial agent at Wichita, Kan.; division freight agent at Wichita and at Oklahoma City. His appointment as assistant general freight agent at Oklahoma City was made in 1912. He reached the 70-year age limit and was placed on the Pension Roll January 1, 1929.

Mr. Conley was born October 30, 1858, in Painsville, Ky., the son of a stock raiser, and received a common school education in his natal city. During his boyhood, he aided his father on their farm and his first job, at the age of 20 years, was that of a mining clerk. He married Miss Frances Copes on September 6, 1887, at McCune, Kan. He is survived by his widow and one son, Homer J. Conley.

FAVOR REGULATION

A resolution urging regulation of bus and truck traffic on the highways, was passed by Lodge No. 879 of the Brotherhood of Locomotive Engineers, Clinton, Mo., at the meeting of that organization on September 28. The resolution, signed by D. B. Ambrose, secretary, and W. S. Knapp, chairman, is as follows:

Be it resolved as follows:

"We recognize that the use of the highways of the State of Missouri by motor buses and trucks with trailers make them actual competitors of the railroads in passenger and freight business.

"We believe the use of the highways built by the people of the state and used by the motor buses and freighting corporations is unfair competition.

"We favor fair legal regulation over all such passenger and freight business equally as stringent as the many laws governing other lines of transportation."

AGENCY CHANGES

The following were installed permanent agents at the stations which follows their names:

A. C. Fitzgerald, Bessie, Okla., September 10. J. D. Beckerdite, Chandler, Okla., September 22. R. Stephan, Cuba, Mo., September 5. J. S. Avard, Edd, Okla., September 16. F. C. Lea, Goltry, Ala., September 22. M. Buttram, Leflore, Okla., September 13. R. D. Bush, Linden, Ala., September 22. G. D. Bailey, McNab, Ark., September 16. J. M. Johnson, Menfro, Mo., September 9. F. B. Dickey, Newburg, Mo., September 19. D. Cresswell, Walnut Grove, Mo., September 18. R. R. Burton, Hayward, Okla., September 26. E. A. Morsani, Lincoln, Ark., September 23. V. A. Dufour, Millerton, Okla., September 25. V. L. Stocker, Piedmont, Kan., September 23. C. B. Simmons, Seneca, Mo., September 20. G. J. Robinson, Stroud, Okla., September 24. E. J. Lemmons, Waco, Mo., September 26. B. F. Smith, Eureka, Mo., October 8.

The following were installed temporary agents: J. P. Sheets, Salt Fork, Okla., September 11. M. Swoford, Fairland, Okla., September 19. C. O. Kessinger, Avard, Okla., October 7. E. C. Holland, Wheatland, Okla., September 13.

Effective September 9, McWillie, Okla., agency was closed.

Effective September 22, Netherlands, Mo., was opened as a freight agency. L. Richards was installed as freight and ticket agent.

Effective October 3, Amagan, Ark., formerly a ticket only agency, opened as a freight agency, the present agent, J. J. Causey, remaining as freight and ticket agent.

C. J. Kunz was installed permanent agent at Monett, Mo., October 4. (A. S. Pittman had been acting agent since August 26. A. T. Brown, the former agent died September 4.)

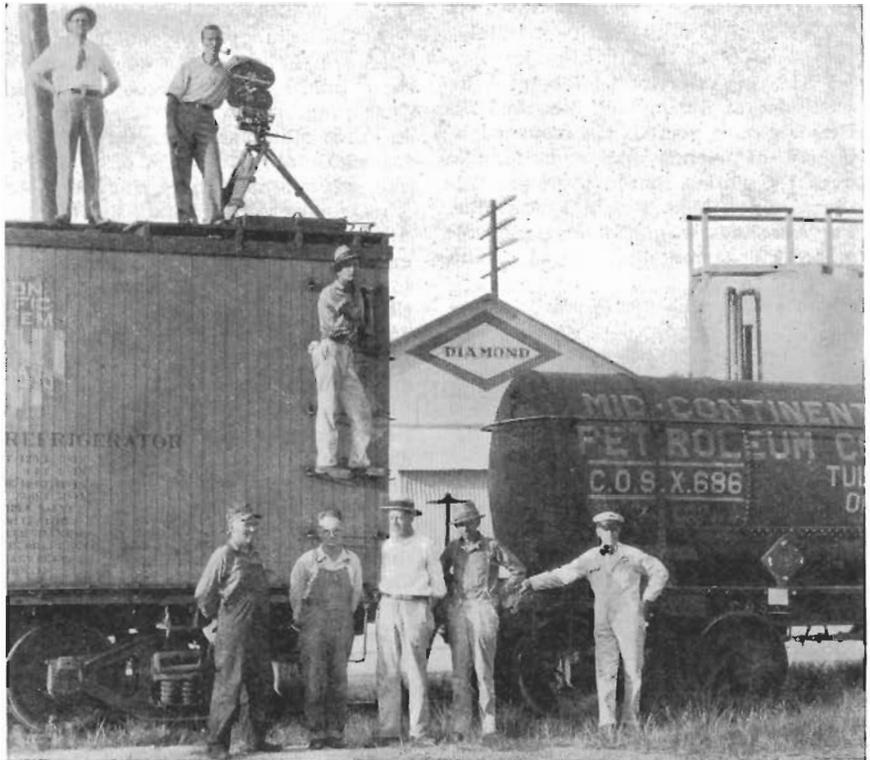
T. F. Underwood was installed temporary city ticket agent at Oklahoma City, October 3.

A PRIZE WINNER

Guy Tummons of the Reclamation Plant, Springfield, Mo., returned home from the Sedalia State Fair this year, with seven first prizes and two second prizes which he took with his New Zealand Red Rabbits.

He is planning to exhibit them at the Oklahoma and Kansas Fairs and expects to meet with equal success.

Frisco Into the Movies at Vinita, Okla.



THE Frisco's northbound Tulsa-Afton local freight train broke into the movies on the afternoon of August 7th, when cameramen, director and supervisor were on hand at Vinita as the local pulled in with a full train.

Mid-Continent Petroleum Corporation was producing an all-talking and sound motion picture, telling the story of a drop of oil from the well to the consumer's automobile tank, and for scenes showing the handling of the refined products through the bulk storage plant, the Mid-Continent selected the company's bulk station at Vinita, Okla., a recently erected station served exclusively by the Frisco.

When the train pulled into Vinita, it contained a tank car of Diamond Gasoline consigned to the Vinita bulk station. Four scenes were "shot" at Vinita, with the train and engine crews comprising the cast, which included one shot of the train entering the yard, one showing the tank car being cut out of the train and switched on to the siding, and two showing the car being spotted at the Mid-Continent's unloading rack.

The accompanying photograph shows how the movie camera was mounted on top of a box car to get an unusual angle of the bulk plant as the tank car approached. In the

picture are (on top of the car): R. M. Page, Frisco agent at Vinita, and M. B. Jacobs, cameraman; (on side of car) K. H. Guinney, brakeman, and standing, from left to right, E. L. Gardner, engineer; P. E. Lamm, conductor; W. A. Salmans, brakeman; William Salyer, fireman, and G. A. McCumber, Mid-Continent agent at Vinita.

The scenes were photographed in natural color and when shown on the screen will be accompanied by full sound effects. The Frisco has parts in several other scenes of the picture, one of the most outstanding being of a full train of Diamond tank cars, pulled by a Frisco locomotive, crossing the Frisco bridge across the Arkansas River at Tulsa, with the Mid-Continent refinery in the background. This scene was also photographed in color.

The Frisco enjoys a splendid patronage from the Mid-Continent Petroleum Corporation, Tulsa's heaviest shippers. The company's refinery at Tulsa is one of the world's largest independent refineries, with a daily capacity for running 40,000 barrels of crude oil. The products of the refinery are shipped to all parts of the country, keeping a fleet of 2,200 company-owned tank cars on the move the year 'round.

BERNICE JENNINGS KILLED Frisco's Only Woman Aviator Dies In Crash October 1

THE accidental death on October 1 of Miss Bernice Jennings, relay operator in the telegraph department at Springfield, Mo., and the Frisco's only aviatrix, is mourned by a host of friends and acquaintances over the entire Frisco system. The plane which Miss Jennings was piloting crashed from 200-foot altitude when the motor died. Fred Crane,



BERNICE JENNINGS

mechanic, who was with her, was fatally injured and died shortly after the accident.

Miss Jennings was 28 years of age and was born in Carrolton, Ill. Left at an early age in life without father or mother, she was reared by an aunt. She began her services with Frisco Lines in June, 1917, clerking in the car accountant's office. When the telegraph school was started on Frisco Lines, with H. D. Teed then superintendent of telegraph, J. H. Brennan, his assistant and present superintendent, and A. B. Sherwood, wire chief, acting as instructors, Miss Jennings attended night school where she learned telegraphy. During the World War she was given a position at Stoutland, Mo. For seven years she worked between Monett and St. Louis as telegrapher and station agent, coming to the relay office at Springfield in 1925, and made a record there of sending 92 messages an hour which still stands.

Last summer she became interested in aviation and started her lessons at the Springfield airport where she was the first woman student. She worked at the Frisco at night and so had the day for her flying. On August 26 Miss

FEW CARS DAMAGED

Excellent Handling Lowers Car Casualties Each Month

A CAR damaged by rough handling on Frisco Lines becomes more and more of an exception as the year progresses. This is emphasized in the statement on this subject issued October 7 by the office of the car accountant at Springfield, Mo. This report shows that during the first nine months of this year a decrease of 40.7 per cent was effected in the number of cars damaged by this cause in comparison with the corresponding period of last year, and the monetary amount of this damage decreased 51.1 per cent.

The per cent of increase in the number of cars handled per car damaged amounted to 53.5 per cent during the first three quarters of this year compared with the same period of last year and the per cent of decrease in the amount of damage per car handled was 46.27 per cent in the same comparison.

Of the Frisco divisions, Central had the best record, with three cars damaged out of 295,052 handled during the first nine months of the year and Southwestern division was second, damaging but 20 cars among the 753,603 handled. Eastern division was ranked third in the report. A total of 628,844 cars were handled on that division and 18 of them were damaged.

Among the terminals, the best record was made at Springfield, where 551,256 cars were handled and 9 were damaged. Birmingham was second among the terminals, handling 487,182 cars and damaging eight. St. Louis was ranked third with 18 cars damaged out of the 544,244 handled.

Nine cars were damaged on Texas Lines during the first nine months of the year out of 100,025 handled. This compares with 14 damaged there during the same months of 1929, when 109,440 were handled and with 23 damaged out of 111,505 handled in the same period of 1928.

Jennings was given her examination for a private pilot's license by B. D. Fox, department of commerce official, and Mr. Fox said, following the examination, that she had performed "better than the average woman flier" in execution of the regulations.

She had taken the plane up on two previous trips on the morning when she was killed, making perfect landings. The accident occurred on the third trip.

Funeral services were held from the Herman Lohmeyer undertaking parlors, Springfield, Mo.

"PAP" ADAMS RETIRES

Veteran River Division Engineer Makes Last Run Sept. 29

TWO reasons contributed to the great thrill of pride which W. A. (Pap) Adams must have felt when he stepped down from the cab of the Sunnyland's engine at Chaffee on September 29. He was ending forty-four years of faithful service in the employ of Frisco Lines and he was greeted by some 300 of his friends who met him at the close of his last run to show their appreciation of his splendid record as a fellow employe and as a respected neighbor.



W. A. ADAMS

A fourteen-piece band headed the parade that was staged for him from the station down Yoakum Avenue. O. R. Honey led the band and appropriate selections as "Auld Lang Syne" and "The End of a Perfect Day" were played. "Pap" rode a baggage truck pulled in the procession by Dr. W. A. Walling, president of the Chaffee Chamber of Commerce, and H. Hopkins, president of the Frisco Employes' Club there.

"Pap" Adams was born in Ireland and came to the United States when a small boy, entering the service of Frisco Lines in his teens as a round-house employe and gradually advancing to the position of engineer. He has a service record of 44 years and two months and for the past twenty-five years has made his home in Chaffee. He reached the age of retirement on September 13.

He Knew

"The man who gives in when he is wrong," said the street orator, "is a wise man, but he who gives in when he is right is—"

"Married!" said a meek voice in the crowd.—The Right Way.