

THE FRISCO EMPLOYEES' MAGAZINE

Vol. XIII

FEBRUARY, 1935

No. 2



Part of the group which met to christen the new sleeper-coach-buffet car, "The Pensacola", at Pensacola, Fla., on January 15. Dorothea Kurn, niece of J. M. Kurn, Trustee of Frisco Lines, officially christened the car and is shown in the accompanying photograph between the two uniformed trainmen, the brakeman and the conductor. (See Page 9.)



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The FRISCO EMPLOYEES' MAGAZINE

ROOM 835 FRISCO BUILDING :: ST. LOUIS

JOHN W. NOURSE, *Passenger Traffic Manager*
In Charge

MARTHA C. MOORE, *Editor*

Vol. XIII

FEBRUARY, 1935

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CORNATZAR IS HONORED

A luncheon honoring John N. Cornatzar, recently appointed executive traffic officer of the Frisco Railroad at Birmingham, Ala., was held January 12, at 1 o'clock, at the Missouri Athletic Association.

Approximately 110 railroad and industrial associates of the honored guest, who was formerly assistant chief traffic officer of the Frisco, with headquarters in St. Louis, attended the luncheon.

J. R. Koontz, chief traffic officer of the Frisco, gave the principal address, and Homer S. Snow, vice-president of the American Zinc, Lead and Smelting Company, presented Cornatzar with a desk set on behalf of the luncheon guests.

IT HAPPENED ONE NIGHT

"It used to be that when a man ordered anything shipped a hundred miles or so, he expected to receive it in three or four days or possibly a week. But not so of late. On Friday morning, December 7, a letter was mailed to this office on the 11 o'clock train to Oklahoma City for 100 pounds of material to be shipped by Frisco freight, and the goods were delivered in this office before 9 o'clock the next morning, a period of less than 22 hours. And the total freight and drayage bill was 45 cents!"

The above story was quoted from the Fletcher Herald by the Cement, Okla., Courier of December 20.

Permission is given to reprint with or without credit, in part or in full, any article appearing in this Magazine.

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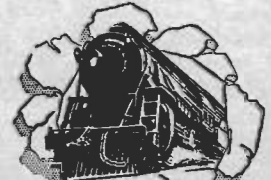
THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employes' Magazine is a monthly publication devoted primarily to the interests of the active and retired employes of the Frisco Lines. It contains stories, items of current news, personal notes about employes and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India ink.

Employes are invited to write articles for the magazine. Contributions should be type-written, on one side of the sheet only, and should be addressed to the Editor, Frisco Building, St. Louis, Mo.

Distributed Free among Frisco Employes. To others, price 15 cents a copy; subscription rate, \$1.50 a year. Advertising rate will be made known upon application.

MEMBER



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New Sleeper-Buffer-Coach Cars Placed In Service

WIDE interest in railroad circles has been centered on the two new welded passenger cars, recently built at the Frisco's West Shops under the direct supervision of J. G. Hayes, car foreman. The cars are the first in this part of the country to have been built by welding instead of riveting, and are called sleeper-buffer-coach cars, containing six sleeping compartment sections, buffet in center capable of feeding twelve people, and coach end which will seat thirty people. The two cars have been named "Memphis" and "Pensacola", and were constructed especially for the run, Memphis to Pensacola, Fla., the Frisco's terminus on the gulf.

One of the cars arrived in St. Louis the morning of January 5 and was on display at the St. Louis Union Station on January 6, and created no end of interest for both railway officials and employes and the traveling public.

One of the newest features worked out in these cars is the fact that there are no rivets in the sides or roofs, and every piece of steel has been welded together throughout. This is a complete reversal of the usual car building practice, that is, of riveting cars together. In this work the Frisco has done considerable pioneering, and as far as it is known, there is only one other railroad doing this work at the present time, and that road is an eastern one.

Each car is air conditioned throughout, with two separate cooling units, one in each end of the car. The overhead heat is controlled by thermostats. The air passing through ducts and will supply heat for the car in normal weather,

but when more heat is required, the floor heat may be cut in. The cooling and heating devices are controlled on the same panel, by switches.

The sleeper end of each car consists of six sections, or one-half a modern sleeping car, with convenient wash rooms and toilets.

The main body of the sleeping end is painted a beautiful shade of Nile green, with trimmings of surf green. The silk window curtains and plush on the seats are of different shades of green, which are complementary to the general color scheme. The ceiling is painted a cream color, which gives light reflection. Lamps are painted in the darker shades of green to give the proper contrast.

The coach end is painted two tones of buff and tan, with cream ceiling and fleur-de-lis pattern of green plush on the seats. The carpet is a toupe color with flower design, which makes a very pleasing contrast in the coach and sleeping compartments. Sash and doors are of walnut color, which blends with the pastel shades in the car.

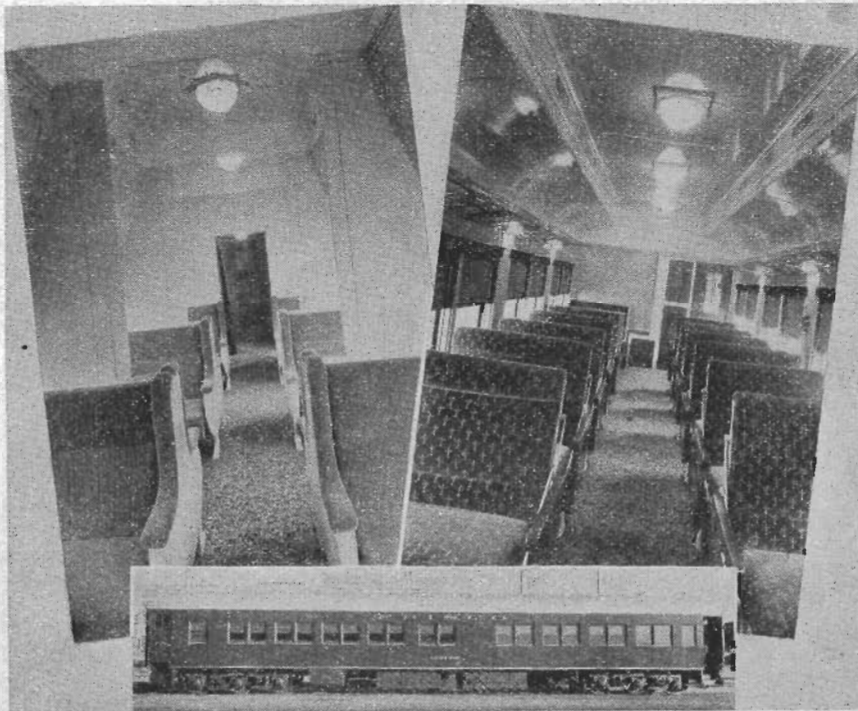
Cars Create Much Interest While Displayed at Memphis, Pensacola and St. Louis

The cars were accorded big receptions at Memphis, Tenn., and Pensacola, Fla., as well as at St. Louis, and interest in them was manifested by the crowds which milled through while they were on display at the three points.

The "Memphis" was brought in Memphis January 7 by J. R. Coulter, general traffic manager, and J. W. Nourse, passenger traffic manager. Mrs. Willis Campbell, prominent club woman of Memphis, Tenn., officially christened the car at Memphis, and more than 400 interested persons at that point inspected it.

At Pensacola, the car was presented to the people, for their use and enjoyment, by Samuel Pasco, Frisco attorney, and accepted by Hon. H. Clay Armstrong, Mayor of the City of Pensacola, Fla. Dorothea Kurn, niece of J. M. Kurn, Trustee of Frisco Lines, formally christened the car at that point, surrounded by officials of the city administration and presidents and members of the various clubs at Pensacola, Fla.

These cars were under construction at the Frisco's West Shops at Springfield for five and one-half months, and an additional welded car will be carried in the train with each car, which will present to the public the latest in combination passenger coach, mail and baggage. The new combination mail-baggage cars are now under construction and will be put in service some time during March.



(Left) A view of the six section sleeping compartment. (Right) The coach end which will seat 30 persons. (Bottom) A Side view of the new sleeper-buffer-coach car, a complete unit of railway equipment.