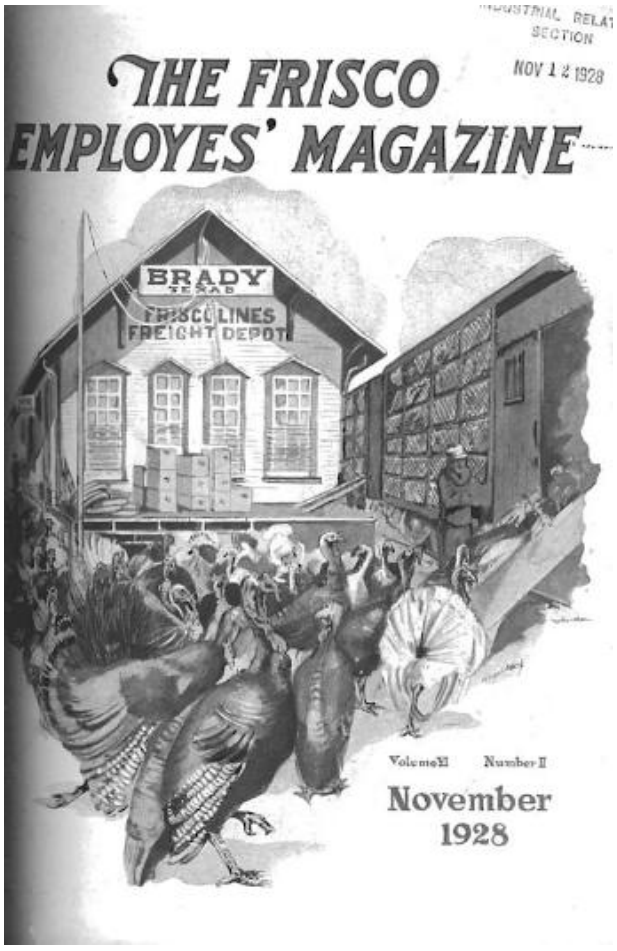
North Texas Chapter – National Railway Historical Society

The North Texas

Zephyr

"God of the West Wind"



The Cover of Frisco Employes' Magazine for November 1928

In This Issue: It's November, A Look at November in the Past, Campaign Specials, and more...

Upcoming Events



November Meeting.

The next regular meeting is on Tuesday, November 10, at 7 p.m. at the Texas Western Model RR Club, 6808 Forest Hill Dr.,Forest Hills, TX 76140. We will meet a week later than usual because of the local election on our regular meeting date. The program will be the annual Chapter Auction.

December Meeting. Mark your calendar now for our December meeting on the regular date, Tuesday, December 1, 2026. We will meet at Babe's Fried Chicken, 1006 W. Main St., Carrollton, TX 75006. Spouses and guests are welcome. We will have a gift exchange. Gifts do not have to be railroad-related; the price range is $10.



Capacity: Limited to 50 people

North Texas Rail Ramble III

The North Texas Chapter of the National Railway Historical Society, in partnership with the Anna Area Historical Preservation Society and the Red River Railroad Museum, invites members and rail fans to join the North Texas Rail Ramble III on Saturday, November 7, 2026.

Details

- **Departs:** 8:00 a.m., Plano Interurban Museum
- **Returns:** By 4:30 p.m.
- **Cost:** $56 per person ($51 for North Texas Chapter members)
- **Register by: November 3, 2026**, at www.NTXNRHS.org/RailRamble

Minutes of the October 2026 Meeting

The October 2026 meeting of the North Texas Chapter of the NRHS was held on Tuesday, October 6, in the Cotton Belt Room of the Chill Bar and Grill in Grapevine, TX. There were 21 attendees.

President **Jon Shea** called the meeting to order at about 7:40 p.m.

The Chapter Christmas dinner will be at Babe's, 1006 West Main St. in Carrollton. As in the past, we'll have a White Elephant gift exchange; gifts should be $10 or less.

Jon passed around a copy of a menu from the Union Pacific's City of San Francisco. It showed how inflation has affected meal prices over the years! He also passed around an article from the Dallas Historical Society's magazine *Legacy* that covered the Santa Fe's Dallas-to-Chicago Texas Chief service.

DART stationery noting the grand opening was also passed around for anyone to take a copy or copies.

The Plano Train Show was deemed a success. Jon reported that he gave away some VHS tapes and sold some of Wayne's books. Jon also thanked everyone who manned the Chapter table, filled in on Chapter assignments, and helped with the slide show. The next Plano Train Show will be the 3rd week in January 2027.

There are two important things to note about the November meeting: (1) the meeting will take place on November 10, because the usual meeting day, November 3, is Election Day; and (2) the meeting will take place at the Texas Western Model RR Club, 6808 Forest Hill Dr., 76140, where we will conduct our Chapter auction.

Kim Hays reported that we have sold 22 tickets to the Rail Ramble Tour. We will hold an NMRA meeting on October 10, which may result in additional ticket sales.

Sam Metzgar reported that the GVRR's vintage steam locomotive "Puffy" is now operational. However, the stockyards platform is too short and needs modification.

Ron Anderson attended the recent NRHS National Convention. All incumbent officers on the ballot were elected. The group took several tours of rail yards, tourist lines, museums, and roundhouses in the Cleveland, OH area. The group also toured the Wabtec (formerly GE) locomotive facility in Erie, PA. Ron will provide photos.

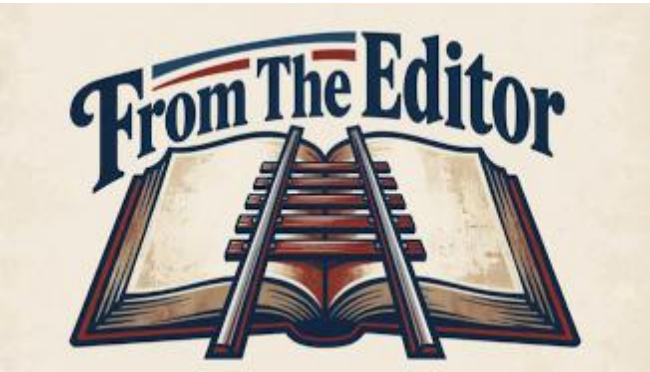
Skip Waters reported that the National Chapter has given away $160K in grants and has $1.6M in cash. Skip has been elected to the National Board and will assume the office in January. This will cause some issues, as he is also on the local Chapter board.

A.J. Roquefort presented the evening's program, “Train Time," which was touring as an IMAX movie.

The meeting adjourned about 9:30 p.m. Submitted by Jerry M. Nunn - Secretary, North Texas Chapter, NRHS.



Group photo of those in attendance at October,2026 Meeting



The Day of Two Noons

Imagine buying a train ticket and finding that the departure time depends on whose clock you believe. For much of the nineteenth century, that was ordinary life in America. Every town set its clocks by the sun, so noon in one place was a few minutes off from noon in the next town down the line. That didn't matter much when the fastest way to travel was a horse.

Then the railroads came, and the confusion became expensive and dangerous. Each railroad ran on its own time, usually the local time of its home city. A traveler changing trains in a busy junction might find a row of clocks on the station wall, each showing a different hour. Dozens of railroad times were in use across the country, and keeping schedules straight was a headache for passengers and a hazard for crews. Two trains running on different clocks on the same single track is the sort of problem that ends in a wreck.

The railroads decided to fix it themselves. At the urging of William F. Allen of the General Time Convention, they agreed to divide the continent into standard time zones, each an hour apart. Four were adopted: Eastern, Central, Mountain, and Pacific.

The change took effect on Sunday, November 18, 1883. At noon, railroad stations across the country reset their clocks to the new standard. In cities on the wrong side of the new lines, clocks were turned back, and noon arrived twice in one day. That is why the date is remembered as the "Day of Two Noons."



Not everyone cheered. Some towns grumbled about taking orders from the railroads, and a few held to local sun time for years. The federal government didn't make standard time law until 1918, thirty-five years after the railroads had already put it to work.

I find it remarkable that something we take for granted, glancing at a phone and knowing the hour is the same from Dallas, Texas to Dallas, Georgia, began with railroad men trying to keep their trains from colliding. Every time we say "Central Time," we are using a railroad invention.

On November 18, take a moment to check your watch and thank a railroader.

Until next month,
John Bagwell
Editor



Time to Renew Your North Texas Chapter Dues for 2027

Annual renewal of your North Texas Chapter membership is due by **January 1, 2027**. You can pay your annual dues directly to our Chapter by check, online, or in cash.

Membership dues remain $16 for either a regular chapter membership or a chapter-only membership, and $18 for a regular chapter family membership.

1. To Pay Online (Best Way)

Visit the Chapter's online store at: https://ntxnrhs.org/store/#!/Membership-Dues/c/15877014 or copy and paste this address into your browser.

- A small service charge (50 cents for an individual, 75 cents for a family) is added to your dues payment to help partially cover credit card processing fees. You do not need to be a PayPal member to pay online.
- If you are submitting or renewing a Family Membership online, be sure to identify all members of your family in the Order Comments on your PayPal order form.

2. To Pay by Check

Make your check payable to "North Texas Chapter NRHS" for $16 (individual) or $18 (family) and mail it to:

Bob Kennedy, North Texas Chapter NRHS
3304 Cross Bend Road
Plano, Texas 75023

- Do not mail your membership renewal to the Chapter mailing address, as it will delay processing.
- If you are submitting or renewing a Family Membership by check, be sure to list all family members on a note with your check.

3. To Pay by Cash

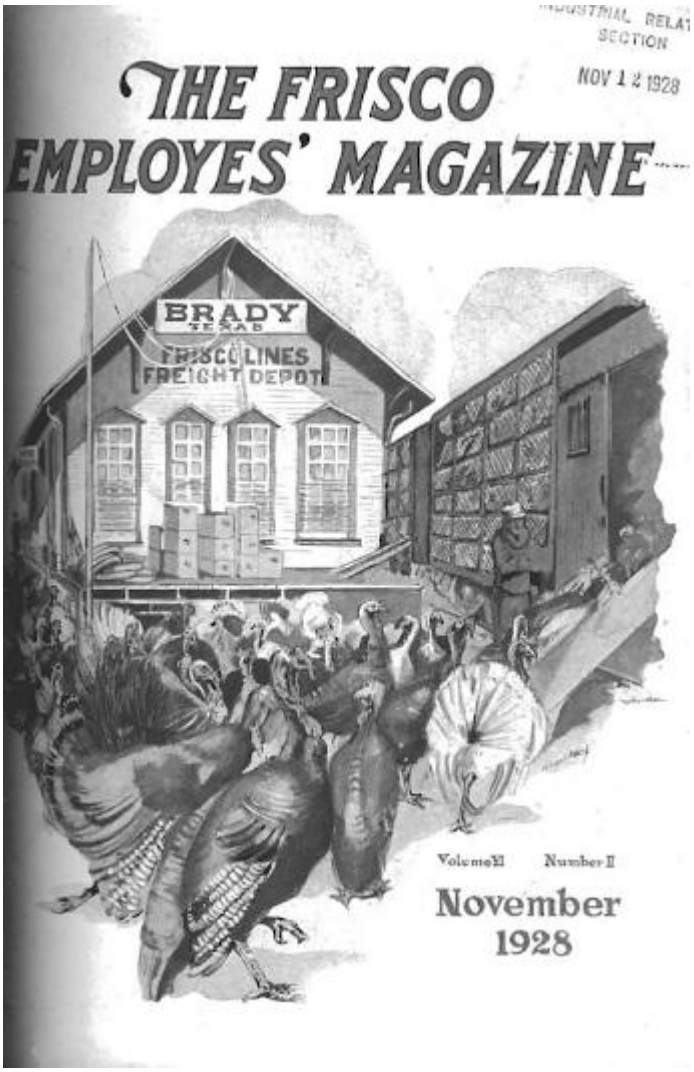
Your dues can be paid at any Chapter meeting. Please have the exact amount and pay the Treasurer or any Chapter Officer.

If you have questions about membership, please get in touch with me directly at rckennedy48@verizon.net or **214-497-7745**.

Please note that this request is for your **CHAPTER DUES** only. The National NRHS has already billed you separately for your national dues, which each member pays and sends directly to the National.

Thanks very much.

Bob Kennedy – Treasurer



Riding the Rails in November 1928: Inside The Frisco Employes' Magazine

The November 1928 issue (Volume VI, Number 2) came out of Room 743 of the Frisco Building in St. Louis, edited by William L. Huggins Jr. It was written for the roughly 30,000 active and retired employees of the Frisco Lines. It runs 72 pages and mixes company news, club gossip, safety lectures, recipes, and plenty of advertising from the railroad supply trade.

A Cover Built on Turkeys

The cover shows the Frisco freight depot at Brady, Texas, with a flock of turkeys crowding the platform. An editor's note explains that the artist took some license: turkeys are shipped "dressed" in barrels, not loose in the car. Still, the magazine says 65 to 100 cars of turkeys leave Brady each fall for the Thanksgiving and Christmas trade. The point was to remind employees to ask their butchers for "a turkey from Brady, Texas, please," and so build traffic for the road.

EMPLOYES REQUEST BUS REGULATION

Frisco Workers Petition Congress for "Just and Fair" Law for Motorized Competition

EVERY employe of Frisco Lines by the time these lines are read, will have seen the petitions addressed "To Our Senators and Representatives in Congress," which are being circulated through the mediums of the 65 Frisco Employes' Clubs, asking Congress for a "just and fair" regulation of bus and truck companies in interstate traffic.

This article is not intended to review the provisions of that document, but rather to tell the story of how this employe effort in behalf of the company, termed by many railway men as "the most remarkable instance of co-operation between company and employes in the annals of American railroading," came about. The petition itself is not printed in this issue, because of space.

To William Marsh, veteran dispatcher for Frisco Lines at Memphis, Tenn., goes the credit for originating the petition. For years Mr. Marsh, in his duties as a dispatcher has watched traffic slowly dwindle on his beloved Southern division. The decrease has been almost imperceptible at times, but dispatchers notice these decreases, and Mr. Marsh was perturbed.

"I have lain awake many nights wondering what could be done about it," Marsh said. "I knew the buses and trucks were taking the difference. I knew our officers were doing everything in their power to combat this new competition, and I knew it was a serious task because a bus or a truck had no regulatory body to tell it how to operate, or to safeguard the users of that particular method of transportation."

Last June Dispatcher Marsh went to Springfield, Mo., to attend the Veterans' Reunion. There he was elected to the position of president of that famous organization, from the vice-presidency he had held during 1927. During the picnic at Doling Park, Mr. Marsh had a talk with President Kurn, and in that talk the Frisco's president made this remark:

"It would be a very fine thing if our employes could do something to aid the company in bringing the matter of this unregulated bus and competition forcibly before the next session of Congress."

"Bill" Marsh went back to Memphis with the firm resolve to find some way for employes to help.

"I thought about it for days," Marsh said, "and one day the idea of this petition came to me. I drafted and re-drafted it before I was satisfied. Then I discussed it with several Frisco employes in Memphis and they enthusiastically agreed to help me. We started out after the signatures of em-



WILLIAM MARSH

ployes, and within a few days we had signed 450 of them. Then I was convinced I'd hit upon the right idea."

One September afternoon the writer of these lines was seated in the office of Mr. A. P. Matthews, then assistant general passenger agent, at Memphis, in the Shrine building. "Bill" Marsh came off his trick at 3:30 p. m. and dropped into Matthews' office on his way to the Shrine billiard parlors for his afternoon game. During the course of the ensuing conversation Marsh pulled the well-worn petition from his pocket.

Two days later in St. Louis President Kurn read the petition for the first time and enthusiastically endorsed it.

"Let's follow through with Mr. Marsh's idea and send these petitions to all Frisco clubs," he said. "I hope every employe of Frisco Lines will sign one. This will be of tremendous help to us in bringing our request for regulation of buses and trucks before Congress this winter."

As fast as the printer could turn them out, the petitions were printed and mailed to the presidents of Frisco Employe Clubs. The presidents were asked to offer all employes within the jurisdiction of their respective clubs a chance to sign the petitions and return them to the central committee chairman in St. Louis not later than November 15. Then the number of signatures will be tabulated, the petitions separated as to states, and groups of petitions forwarded to the proper senators in Washington.

Copies of the petitions will be made for presentation to public service commissions in the states through which Frisco Lines operate.

But the effort to convince Congress of this much needed regulation of buses and trucks did not stop with the petitions to be signed by employes.

Another petition, very similar to the first was drawn up to be signed by "friends and patrons" of Frisco Lines.

Following the first petition within a few days, two box crates of the second "edition," each containing 1,500 petitions, were sent from St. Louis to Mr. F. H. Shaffer, general manager at Springfield. Mr. Shaffer distributed them among division superintendents and each agent on the Frisco got one or more of the petitions, depending upon the size of his town, with the request to secure as many signatures from townspeople as possible.

And so the effort of securing "just and fair" regulation of buses and trucks has been doubled and trebled on Frisco Lines.

A full and complete report of the success of these petitions on the railroad among employes and friends and patrons, will be printed in the December issue of the *Magazine*.

ALFRED BALL WEDS

Miss Billie Keen, daughter of Mr. and Mrs. W. J. Keen, 1534 West Olive Street, Springfield, and Alfred A. Ball, son of Mrs. F. W. Wilmes of Springfield, and secretary to J. M. Kurn, president of Frisco Lines, were married on October 27, in Springfield.

The young couple left immediately for a honeymoon in Havana, Cuba, and expect to return to St. Louis November 12, where they will make their home.

One Traffic Department

The lead story reports a big organizational change. Effective October 15, Frisco merged its freight and passenger solicitation forces into a single traffic department. Vice-President J. R. Koontz said the move would strengthen business-getting and simplify the many ramifications of solicitation work. S. S. Butler became general traffic manager. J. N. Cornatzar became assistant vice-president, and John W. Nourse became passenger traffic manager. The old general passenger agent post was abolished.

Online solicitation was split into four districts, each under a traffic manager:

- **First district (Kansas City):** George F. Macgregor
- **Second district (Tulsa):** J. W. James
- **Third district (Memphis):** R. E. Buchanan
- **Fourth district (Birmingham):** D. F. McDonough

A page of portraits shows the promoted officers. The editorial page praised the road for beating its competitors to a reform that others had only considered.

Employees Take On the Buses

One of the issue's best stories concerns Memphis dispatcher William "Bill" Marsh. He watched traffic dwindle on his division and blamed unregulated buses and trucks. He drafted a petition asking Congress for "just and fair" regulation of motor competition and gathered 450 signatures within days. President J. M. Kurn read it, endorsed it, and had it sent to all of the Frisco employee clubs. A second petition was printed for "friends and patrons," with two box crates of 1,500 copies sent to Springfield for distribution to agents along the line. The magazine promised a full report in December.

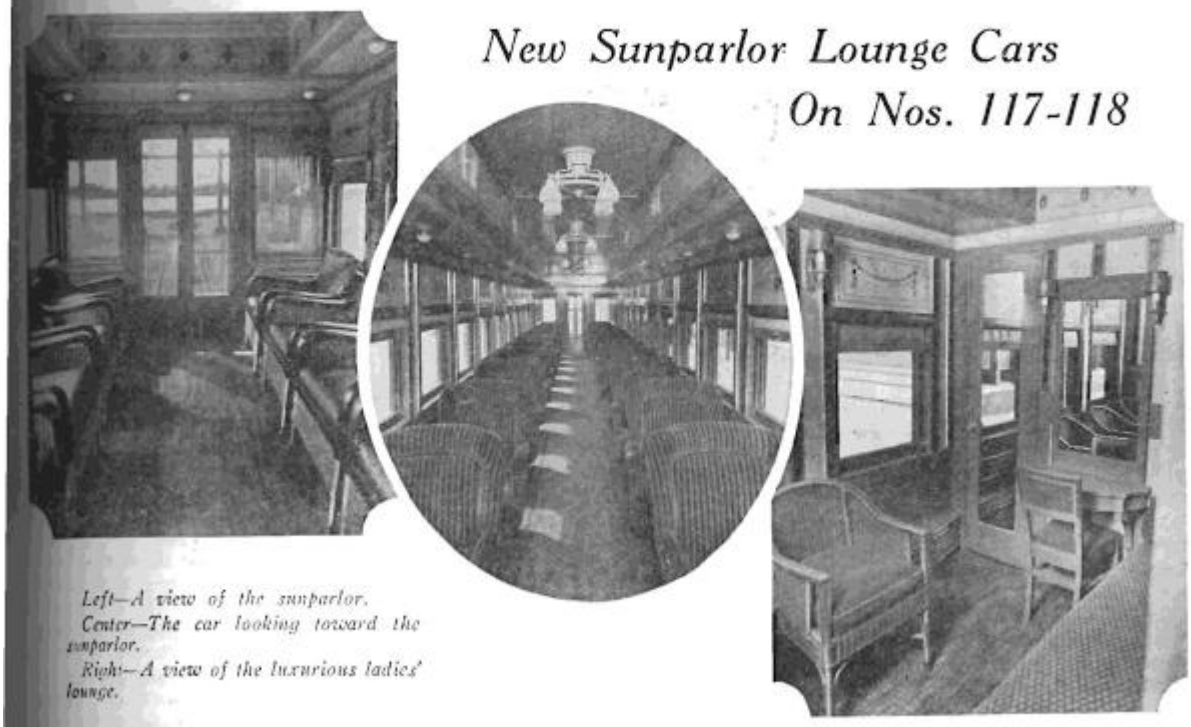
Pensacola Takes Center Stage

Pensacola, Florida, the Frisco's new southern terminus, appears throughout the issue. The new passenger station is described as Spanish Mission style, with stucco walls, a tile roof, and a square tower. It would have separate waiting rooms and a train shed about 650 feet long. A photo spread shows the first cargo of bananas docked at a Frisco wharf, shipped from Mexico on the steamer *Stavangeren*. It filled forty cars, the first banana train out of Pensacola. A Pensacola Chamber of Commerce delegation made a goodwill tour of the line. The John Robinson Circus was the first to travel over the new Pensacola–Columbus, Mississippi, line. Jones Mill, Alabama, voted four to one to rename itself Frisco City.

Passengers, Pershing, and Paint

New sunparlor-lounge cars entered service on trains 117 and 118 between Oklahoma City or Tulsa and Kansas City. They were decorated in green and gold, with wicker chairs and an enclosed ladies' lounge. More than 1,600 people toured them in Tulsa. The Frisco also reported that 94.9 percent of its 4,489 passenger trains ran on time or made up time in September, with the River Division leading at 97.4 percent.

New Sunparlor Lounge Cars On Nos. 117-118



Left—A view of the sunparlor.
Center—The car looking toward the sunparlor.
Right—A view of the luxurious ladies' lounge.

Another luxury of modern railroad travel became available to patrons of Frisco Lines trains Nos. 117 and 118, from Oklahoma City and Tulsa to Kansas City and return, effective October 18, when new sunparlor lounge cars, fresh from the Frisco's shops at Springfield, Mo., were added to the equipment of the widely-known Oil Fields Special. The new cars embody all ultra-modern rail comforts. The sunparlor lounge at the rear end of the car, is enclosed and has seats for eight passengers. The only other Frisco trains having the enclosed observation end cars are Nos. 1 and 2, the Texas Special, from St. Louis to San Antonio and return. The sunparlor is decorated in a green-and-gold color scheme, and has wicker chairs with deep leather cushions in bottle green.

A feature of the cars is the women's lounge, at the forward end. This lounge is commodious and enclosed. It contains three full-sized chairs, one dressing chair and a full-length couch. A full-length mirror faces the door to the private toilet and a three-quarter-length miror is suspended above the dressing table. The compartment is fitted with a revolving overhead fan, smoking equipment, reading tables and current magazines.

Between the sunparlor lounge and the women's lounge the cars are fitted with parlor car seats for twenty-one passengers. The color scheme is a soft shade of grey-tan.

The new cars were placed on exhibition at Tulsa and Oklahoma City October 12 to 16 inclusive.

More than 1,600 people passed through the cars at Tulsa October 12 and 13, and about 500 persons inspected them at Oklahoma City October 15 and 16. Rain on October 16, reduced the number of persons.

Frisco Passenger Trains 95 Per Cent Time

OF the 4,489 Frisco Lines passenger trains operated during September, 1928, 4,261, or 94.9 per cent, maintained schedule or made up time, states the monthly report on this subject issued by the office of the general manager, Springfield, Mo.

Texas Lines of Frisco Lines scored 100 per cent, the report shows. Of the divisions of the Frisco railway the River division stood in first place for September.

DIVISION	Total Trains Operated			Total Trains Maintained Schedule or Made Up Time			Per Cent Trains Maintained Schedule or Made Up Time			Standing of Divisions		
	Sept. 1928	Sept. 1927	Sept. 1926	Sept. 1928	Sept. 1927	Sept. 1926	Sept. 1928	Sept. 1927	Sept. 1926	Sept. 1928	Sept. 1927	Sept. 1926
River	818	892	652	797	883	636	97.4	99.0	97.5	1	2	2
Western	180	210	208	174	210	201	96.7	100.0	96.6	2	1	3
Southwestern	764	838	840	732	807	776	95.8	96.3	92.4	3	4	5
Northern	1020	1290	1290	962	1261	1213	94.3	97.8	94.0	4	3	4
Southern	746	810	750	698	770	686	93.7	95.1	91.5	5	5	6
Central	240	600	600	222	587	591	92.5	97.8	98.5	6	3	1
Eastern	481	630	660	436	584	561	90.6	92.7	85.0	7	6	7
Total	4249	5270	5000	4021	5102	4664	94.7	96.8	93.3			
Texas Lines	240	240	240	240	229	217	100.0	95.4	90.4			
Total System	4489	5510	5240	4261	5331	4881	94.9	96.8	93.1			

General John J. Pershing rode the Frisco to Springfield in September for the 35th Division reunion, traveling in the car of Vice-President J. E. Hutchison. The magazine claims it caught the only "smiling" picture ever taken of him.

Engines 183 and 187, rebuilt at the Springfield shops for trains 11 and 12 between St. Louis and Springfield, came out painted Pullman green with gold-leaf lettering and nickel-plated cylinder heads. No. 187 was built by Pittsburgh Locomotive Works in 1899. Engineer R. H. Sherry called the engines wonderful.

The Human Side of the Railroad

Several features give a feel for the people who ran the railroad:

- **The Merrill brothers.** Five brothers from Coldwater, Mississippi, worked together as car repairers at Yale, Tennessee, for 26 years. They play handball at noon and baseball on Sundays, and all five reunite at their parents' farm at Christmas.
- **"Justin" Small.** J. W. Small, the pass clerk who joined the Frisco in 1892, signs thousands of annual passes by hand. The 1929 passes were to be in employees' hands by December 25.
- **The mushroom cave.** At Sullivan, Missouri, H. B. Kerruish and his son grow mushrooms in a cave held at a steady 56 degrees. They shipped fifteen tons in two years, and one month's crop brought $1,700.
- **"Watch Out for Indians."** Engineer John W. Page kept a 1902 train order warning him to look out for obstructions put on the track by hostile Indians near Sapulpa, Oklahoma. It was linked to Chief Crazy Snake and about 400 Seminoles reportedly on the warpath.

The pension roll lists retirements after long service. John Wesley Sickles, a crossing watchman, retired with 45 years and 11 months of service on a $35.10 monthly allowance. An "In Memoriam" column follows.

Safety, Efficiency, and Looking Ahead

Editorials cover the National Safety Congress, where 7,000 to 8,000 delegates met in New York. The magazine notes that 95,600 Americans died in accidents in 1927. Freight-car damage fell 5.1 percent over the first nine months of the year, and the number of freight errors dropped 22 percent in September. Fuel-performance records and "meritorious service" notes praised crews who spotted broken rails, put out fires, and cleared track hazards. A short technical piece on heater cars explains how terra cotta bricks kept perishables from freezing in transit.

Assistant Secretary of Commerce William P. MacCracken Jr. argued that airplanes would never supersede railroads. He saw them instead as "feeder" routes and a way to fly by day and take a Pullman at night. Another item, "Compare This 1905 Engine With Power Today," contrasts early Frisco power with the road's modern 700-class engines.



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

FOR "TURKEY DAY"!

There are two meals during the year on which the housewife concentrates a great deal of time and attention and those are at Thanksgiving and Christmas.

The markets may hold a greater variety of green stuffs for the Thanksgiving dinner than for the Christmas one, but one finds the turkey holds his own in both menus.

One cannot vary the meal much, for the sweet and Irish potatoes have a place all their own, the pumpkin pie furnishes a dessert fit for a king, and so there is only the salad and a variety of vegetables, the choice of which may add or detract from the dinner.

Several recipes to aid the housewife are quoted, and may suggest new ideas with which to delight Thanksgiving dinner guests.

Roast Turkey

Select a young turkey, remove all feathers carefully, singe it over a burning newspaper then draw, being careful not to break any of the internal organs, remove the crop carefully, cut off the head and tie the neck close to body by drawing the skin over it. Rinse the inside of turkey with several waters, using a teaspoon of baking soda in last water. After washing the turkey inside and out, rub with a clean cloth. Rub inside with some salt then stuff the breast and body with the following dressing.

Oyster Dressing—Cut the brown crusts from slices or pieces of stale bread until you have as much as a pound. Put in a dish and pour tepid water over it and let stand one minute and squeeze until dry. Add pepper, salt, about a teaspoon of each, a teaspoon of summer savory, one teaspoon of sage, one-half cup melted butter and a beaten egg, one pint of fresh oysters slightly chopped. Work all together and fill breast and body of turkey. Put in roasting pan. Pour two cups boiling water over. Put in hot oven and baste after turning turkey so that each part is well baked.

New Styles in Clothes and Photographs

Black, the keynote of the fall mode is delightfully carried out in this photograph by Loomis, with the new futuristic background, charmingly posed by Miss Margaret Huggins of Emporia, Kansas, 17 year old sister of W. L. Huggins, Jr., editor of the Frisco Magazine.

The hat, vagabond style of black felt, is caught at the crown with two silver buckles. The V-shaped neck of the gown is trimmed with the crepe back side of the satin and ties at the end in a flat bow knot. A tight girdle of satin binds the hips and is caught at one side with a rhinestone buckle. The ends of the girdle form a drape that falls a few inches below the skirt.



Thanksgiving Salad

One pint cranberries.
One-half cup nut meats.
One cup or one and one-half cups sugar.
Three-fourths cup diced celery.
One and one-half cups water.
Pinch salt.

Cook cranberries in one cup water slowly twenty minutes. Stir in sugar and cook five minutes more. Add one-half envelope Knox's Sparkling Gelatine which has been dissolved in one-half cup cold water ten minutes and stir until dissolved. When mixture begins to thicken add celery, nuts and turn into a pan which has been chilled in cold water. Let set until firm. Serve on lettuce leaf.

Pumpkin Pudding

One cup of cooked pumpkin thr
dry and smooth mixed with one-
cup of brown sugar, one tablespoo
molasses, one-half teaspoon salt,
fourth teaspoon nutmeg, one-fourth
spoon cinnamon, one-half teaspoo
ger, and the yolks of two eggs
beaten. Beat thoroughly all tog
and add one cup of scalding hot
In the bottom of a well buttered
ing dish put a layer of finely cho
tart apples and over it pour the p
kin mixture. Bake in a slow ove
til firm. Beat the egg whites until
and add two tablespoons of granu
sugar gradually and a very small
ter teaspoon of baking powder, s
over pudding and return to ove
brown slightly.



HAMILTON
RAILROAD MODEL
No. 5

HERE is a watch for the Railroad man who wants accuracy.

This particular case is designed by Hamilton to properly protect the famous 992 movement. It is sturdily constructed and has special dust-proof features.

It is available in either 10K filled yellow or 14K filled green or white gold—with choice of four different dials.



YOU LIVE WITH TIME

EVERY railroad man bows to his timepiece. You men live with time. It is time you feed into the flaming furnace. It is time that flickers in the speeding wheels of your train.

Accuracy is a part of your job. You need a watch that will insure your getting there on time—always—and the Hamilton is just the very watch to do that job. That is one of the reasons why it is the favorite watch of most railroad men. That is also why the Hamilton is known everywhere as "The Railroad Timekeeper of America."

Soon, perhaps, you will be considering a new timepiece for your own use. When you do, ask your jeweler to show you the Hamilton railroad models—watches that have been helping to make railroad history since 1892. Show your old timer to your jeweler. He may have a trade-in proposition that will appeal to you—whereby you can own a Hamilton, the latest word in railroad timekeeping.

There is a copy of the Hamilton Time Book waiting for you—as well as other interesting folders describing Hamilton Railroad models. Address Department R, Hamilton Watch Company, Lancaster, Penna.

Hamilton Watch
"The Railroad Timekeeper of America"

Club Life, Homemakers, and Humor

More than a dozen pages of "News of the Frisco Clubs" record dinner-dances, picnics, card parties, and a lot of talk about traffic solicitation. A Kansas City dinner-dance drew about 250 people. The Homemakers' Page offers Thanksgiving recipes and a fashion spread. "The Twilight Hour" runs a children's story about two boys and a turkey leg. The "Flashes of Merriment" page supplies the jokes, and the back half of the issue carries shop, roundhouse, and office news from the divisions: births, weddings, vacations, and trips to the World Series. Local politics also show up, as employees traveled to Sedalia to hear Al Smith speak during the 1928 campaign.

A Word From the Sponsors

The ads paint a picture of the supply trade behind the railroad: Hamilton watches ("The Railroad Timekeeper of America"), Lee and Key overalls, Lava soap, Edgeworth tobacco, coal companies, and banks calling themselves Frisco depositories. An insert promotes correspondence-school courses for firemen and engineers.

Source: The Frisco Employes' Magazine, Vol. VI, No. 2, November 1928. The issue states that any article may be reprinted, with or without credit.

Editor's Note: *You will notice that the cover of this publication reads "Employe's Magazine" (with one "e"). Current usage is "Employee's Magazine." The one-"e" spelling was used until the mid-20th century. Want to see more? You can view the entire magazine at https://frisco.org/mainline/wp-content/uploads/2019/06/1928_11.pdf.*

2026 National Convention: Ohio Railroad History Tour

By Ron Anderson

I grew up in Central Ohio and greatly enjoyed the 2026 National Convention sites.



Monday. I drove to North Olmsted, where a depot and a safe parking and viewing area are available, and watched a few NS trains go by. I also met a committee member from Tennessee. In the evening, we had an opening reception, followed by a presentation from Eric Hirsimaki about his book, *Lima: The History*. I have this book, and it is important to me because my grandfather was a welder there in 1941. As I grew up, we visited Lima, but the factories were all long gone.



Tuesday. We rode the bus to Marion, Ohio, which has a very nice collection inside the depot, next to three double tracks. This station is only 45 miles north of where I grew up in Columbus, next to what used to be NYC, PRR, and N&W lines. We had lunch at Bucci's, themed around the Columbus, Delaware & Marion Electric Company. No. 501 is now at the Ohio Railway Museum in Worthington, which offers short interurban rides. Next we toured the Mad River & NKP Museum in Bellevue. This has been on my bucket list, and it did not disappoint. There was so much to see, and I was thrilled to see Lima 757 under restoration. Next, we went to the nearby Moorman Yard. After an orientation, we got a bus tour around the huge yard.



Wednesday. We took a trip on the Cuyahoga Valley Scenic Railroad, a National Park property. My family and I rode it during the 2006 Buckeye Rails Convention. This time we were given free rein to run around the shop. It was fun to get to be nosy. From there, we went to the Midwest Railway Preservation Society shop. We sat in the "Death Car," saw a couple of Private Varnish cars, and saw progress on American Freedom Train 250, former Reading 4-8-4 No. 2100. The evening seminar covered rails in and around Cleveland since about 1970.



Thursday. The bus took us to Sugarcreek to see the Age of Steam Roundhouse. The buildings are new, but the steam engines inside are definitely not. It is a really great collection, and the entire place is spotless. An informative tour, followed by a short steam ride in the yard, topped off this visit. A wonderful lunch was served at the Dutch Valley Restaurant. A presentation was given on the past, present, and future of the Cuyahoga Valley Scenic Railroad.



Friday. A fascinating and informative tour of the Wabtec locomotive assembly and reconditioning plant in Erie, PA. First, we heard about the plant's history and how GE ebbed and flowed. We had time for Q&A with some of the plant's principal leaders. We walked through three areas of the plant, including the wiring harness section, cab assembly, and finishing buildings. Then we had lunch in the Erie Union Station.

Railroads and Politics: The Campaign Trains

By John Bagwell

With Election Day arriving on Tuesday, November 3, it seems a fitting time to recall a chapter of American history in which the railroad and the ballot box rolled down the same track. For roughly seventy years, if you wanted to be President, you had to be willing to ride the cars, and a great many small-town depots became stages for national politics.

Bryan Takes to the Rails

Candidates had used trains before, but William Jennings Bryan changed the game in 1896. His Republican opponent, William McKinley, stayed home in Canton, Ohio, and received delegations on his front porch. Bryan, whose party lacked the money to haul voters to him, went to the voters instead. Over a few short months, he covered about 18,000 miles and, by his own estimate, gave around 600 speeches, often from the rear platform of the last car. Bryan lost, but the lesson stuck: after 1896, candidates no longer waited for the public to come to them.



Theodore Roosevelt is credited with taking the idea further, creating a true campaign train with living quarters and working offices on wheels. In 1908, Socialist candidate Eugene V. Debs even named his own train the "Red Special." Naming the train soon became its own custom.

Give ’Em Hell, Harry

No campaign train is remembered like Harry Truman's in 1948. Nearly everyone had written him off, and his approval ratings were in the dumps, but Truman took his case straight to the people. That year, his tours totaled about 31,700 miles and 356 speeches, including as many as sixteen in a single day. He rode in the Ferdinand Magellan, a Pullman car built in the late 1920s and later rebuilt for Franklin Roosevelt with armor plating and bullet-resistant glass. At 285,000 pounds, it was the heaviest passenger car ever used in the United States. It rode at the tail of a train that typically ran seventeen cars, including diners, lounges, and sleepers.

The word "whistle-stop" itself came from railroad officials, who used it for towns too small to rate a regularly scheduled stop. Truman made those towns famous. At each one he stepped onto the rear platform, blasted the "do-nothing" Republican Congress, and often introduced his wife Bess to the crowd as "the boss." Railroad men were part of the show, too. When Republican candidate Thomas Dewey's train backed up unexpectedly during an Illinois stop, Dewey lost his temper and called the engineer a lunatic who deserved to be shot at sunrise. The engineer, Lee Tindle, shrugged it off, and Democrats began chalking "Lunatic Engineers for Truman" on trains across the country. Truman won in one of the great upsets in American political history.

Truman was so effective that when he planned a whistle-stop tour for Adlai Stevenson in 1952, a lawsuit was filed in federal court trying to stop him. Eisenhower ran his own "Eisenhower Special," with a drumhead urging voters to "Look Ahead, Neighbor," and still won in a landslide. Eisenhower was the last President to make extensive use of the campaign train.

The Lady Bird Special

One of the boldest campaign trains came in 1964, and it carried the First Lady rather than the candidate. Just three months after the Civil Rights Act became law, Lady Bird Johnson, a native Texan, boarded a nineteen-car train in Washington on October 6. Over four days, the Lady Bird Special covered 1,682 miles through eight Southern states, ending in New Orleans on October 9. More than a hundred reporters rode along; the cars lacked air conditioning, and the dining car served regional favorites such as Virginia ham, North Carolina barbecue and Georgia pecan pie. There were hecklers along the way and serious threats, serious enough that the FBI inspected a long bridge in the Florida panhandle before her train crossed it. Barry Goldwater carried five of the eight states she visited, but Lyndon Johnson won the nation in a landslide, and the tour is remembered as an act of political courage.

The Last Whistles

The airplane did in the campaign train, and television finished the job. Candidates found they could reach more voters faster, and the cost of chartering a train became harder to justify. Still, the whistle has never entirely gone quiet. In October 1984, Ronald Reagan used the Ferdinand Magellan itself for a trip through western Ohio. The car was designated a National Historic Landmark in 1985 and now rests at the Gold Coast Railroad Museum in Miami. In August 1996, Bill Clinton rode Amtrak's "21st Century Express" from Huntington, West Virginia, to Michigan City, Indiana, on his way to the convention in Chicago, while Bob Dole countered with a "Balanced Budget Express." Joe Biden's 2020 "Build Back Better Express" showed that candidates still like the look of a train behind them.

For the men and women who actually ran these trains- the engineers, conductors, porters, and section crews who got a President safely down the line- the campaign special was a point of pride and a few unforgettable days. Whatever one's politics, it was railroading at its most visible, with the whole country watching from the platform.

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About the Chapter

Founded and chartered in 1996, the North Texas Chapter is a nonprofit, 501(c)(3) educational organization incorporated under the laws of the State of Texas. The Chapter focuses on the activity, history, and enjoyment of railroading, past and present. Meetings are held from 7:30 to 9:30 p.m. on the first Tuesday of each month. Visitors and newcomers are always welcome.

Chapter membership includes a subscription to our monthly newsletter, the North Texas Zephyr. Current dues are $16 for an individual membership, plus $2 per additional family member.

By Check: Make checks payable to "North Texas Chapter NRHS" for $16 (individual) or $18 (family) and mail to North Texas Chapter NRHS, P.O. Box 600304, Dallas, TX 75360. If your check doesn't clearly indicate the member's name, please include a note.

Online: Visit the Chapter's online store at ntxnrhs.org/store to pay by credit card or PayPal. Online payments are subject to a small processing fee (50 cents for individuals, 75 cents for families).

Learn more about the National Railway Historical Society at nrhs.com.

About the Zephyr

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Contributing to the Zephyr: We welcome all submissions! The deadline for material is the 12th of the month before the issue's cover date. We will prioritize time-sensitive news items over general-interest subjects. The editor reserves the right to edit, hold, or omit material as needed. Please send contributions to John Bagwell at john@bagwell.com.

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