

THE FRISCO EMPLOYEES' MAGAZINE

INDUSTRIAL RELATIONS
SECTION
OCT 1929



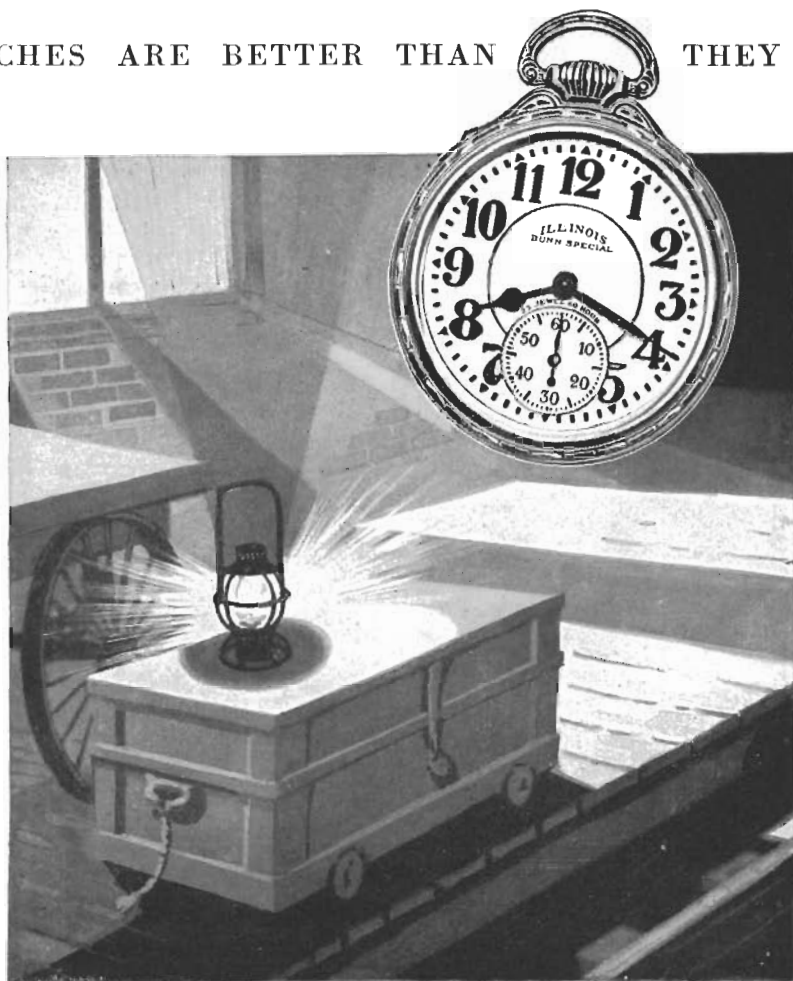
OCTOBER 1929

VOL. VIII

NO. I

"A Frisco Romance"

ILLINOIS WATCHES ARE BETTER THAN THEY HAVE TO



Pride of the Road

Wherever you go on the road—when-
ever you hear railroad men compare
watches, the 23-jewel Bunn Special
will always give you the thrill of leader-
ship in watch equipment. Its reputation
is justified by daily performance. Its
word is the law of the road, for the Bunn
Special offers safety factors not found in
any other watch.

More than 60 hours on one winding!
If you forget to wind it one day you can
still take its word for the same accurate
time the next day with perfect confidence.

Adjusted to six positions, it has one
degree keener accuracy! Position adjust-

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and this extra adjustment makes the Bunn
Special just that much more reliable.

The Perfected Watch! . . . For before
the long, even-pulling mainspring could
be used, the famous Illinois Superior
Motor Barrel had to be developed, as
well as other refinements to reduce
friction to the very minimum.

The result is the sustained, dependable
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Talk to the jeweler who knows railroad
watches and he will tell you how easily
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leader in watch equipment.

Bunn Special, 23 jewels, jeweled Motor Barrel, 10k yellow gold-filled case.....	\$70
Bunn Special, 23 jewels, jeweled Motor Barrel, 14k white or green gold-filled case....	75
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Bunn Special, 21 jewels, 14k white or green gold-filled case.....	65

Any of these watches with engraved-back case, \$2.00 additional

The ILLINOIS WATCH

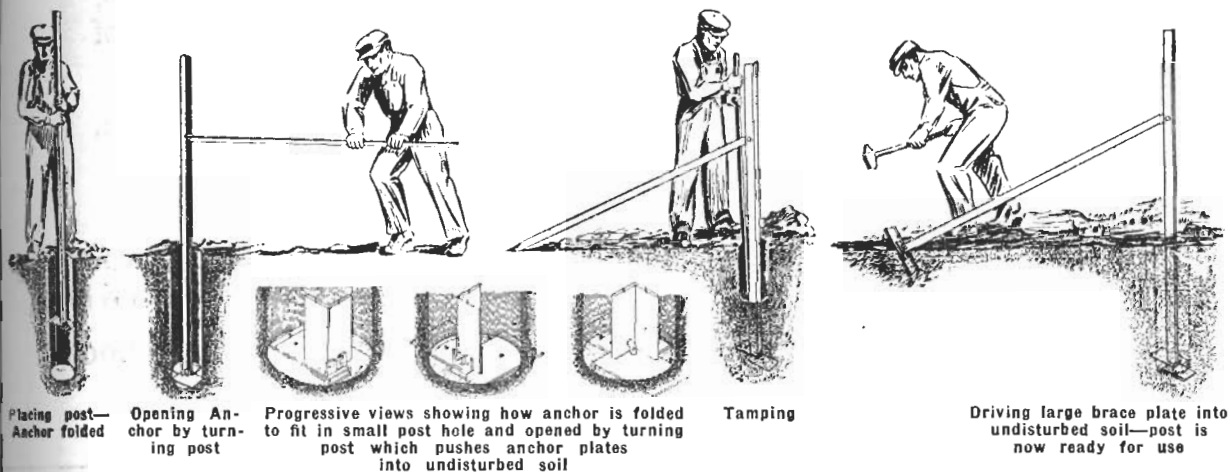
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SPRINGFIELD, ILLINOIS



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Can Be Set and Ready for Use in 20 Minutes

NO LARGE POST HOLES TO DIG ... NO CONCRETE NEEDED



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THE FRISCO EMPLOYES' MAGAZINE

ROOMS 737-738 FRISCO BUILDING :: ST. LOUIS

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Vol. VII

OCTOBER, 1929

No. 1

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THE FRISCO EMPLOYES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 25,000 active and retired employees of the Frisco Lines. It contains stories, items of current news, personal notes about employees 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 drawing ink.

Employees 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 Employees. To others, price 15 cents a copy; subscription rate \$1.50 a year. Advertising rates will be made known upon application.

MEMBER



The KELLOGG GROUP

ST. MARY'S, MO., WINS GARDEN PRIZE

(See Pages 36-37)

Frisco Flower Campaign Closes With Thayer, Mo., in Second Place—900 Gardens Entered Contest

WHILE winter snows blanketed a good part of the Frisco Lines during the cold months just passed, Frisco Florist Don B. Fellows, at Springfield, Mo., sent out the first announcement of his 1929 campaign for beautification of Frisco station properties. To many persons the thought, during blustering January, of cannas and zinnias and gladiola, brought a smile. But to hundreds of agents, pumpers, section foremen and crossing watchmen, the thought of flower beds and fragrant blooms prompted a letter to Florist Fellows, asking for seedlings, bulbs and plants.

As the spring thaws came, many a Frisco employe began working his garden plot, and when April and early May arrived, more than 900 garden plots in front of stations and crossing watch-houses, beside pump houses and beneath water tanks bloomed with beauty.

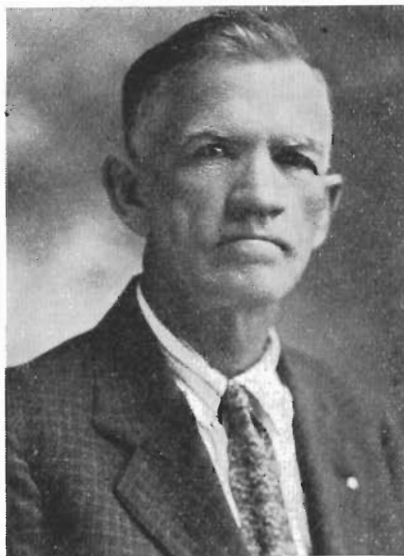
From Kansas to Florida and Missouri to Texas, Frisco Lines became known to the traveling public as the "Road of Flowers", and dozens of letters to various officers of the company commented upon the surprisingly frequent flower plots to be seen from the windows of Frisco trains.

With Florist Fellows campaign for 1929 had come the announcement that two prizes, \$15.00 and \$10.00 in gold, would be awarded to the first and second best garden plots. The judging committee was composed of Fellows and the editor of *The Frisco Employes' Magazine*, and the final judging day was set as August 30.

Down at historic St. Mary's, Mo., on the River division veteran Agent Henry Schroeder and his flower-loving wife, worked many hours on their ambitious garden just across the tracks from the station. Between trains and after hours they tended their growing plants, worked in the elaborate beds they had laid out, trimmed and culled. More than 50 varieties of flowers were planted in the garden of three hundred by one hundred feet, and many gallons of water kept the park green and thriving during the hot, dry months.

When August 30th arrived, the judges unanimously decided upon St. Mary's as first prize winner, and on September fifth an impressive ceremony was held in the station park.

Before 300 townspeople of St. Mary's, Agent Schroeder was presented with the \$15.00 first prize by Florist Fellows, and speakers lauded



HENRY SCHROEDER

his efforts mightily. Assistant Superintendent McMillan, Editor Huggins of *The Frisco Employes' Magazine*, Father O'Toole of the parochial school at St. Mary's all took a speaking part in the program, and following the award by Mr. Fellows, Agent Schroeder, in an acceptance speech, extended his thanks to many River division employes, who had assisted him in his efforts with the garden.

Second prize was awarded to the attractive station park at Thayer, Mo., tended by Mr. Sam Woolridge, yardman at Thayer, and Florist Fellows held a similar ceremony in the assembly room of the Y. M. C. A. at Thayer, the evening of September seventh. President H. W. Miller of the Frisco Employes' Club of Thayer, acted as toastmaster, and those who participated in the program were: C. B. Callahan, assistant superintendent; F. C. Lark, secretary of the Y. M. C. A.; Editor C. W. Black of the Thayer News; A. A. Taber, president of the Chamber of Commerce, and W. J. Highfill, president of the People's State Bank.

Woolridge, too, had nurtured a beautiful garden. Thirty-five varieties of flowers, with cannas, zinnias and dahlias predominating, were used.

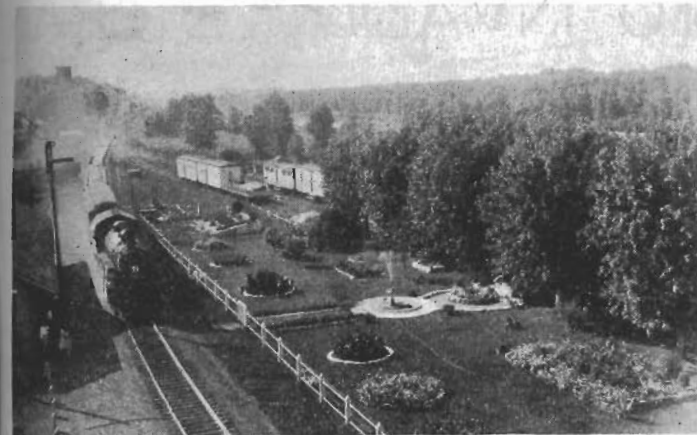
"We have every reason to be tremendously gratified by the showing made," Florist Fellows said, in reviewing the season. "Nine hundred gardens entered this year. We distributed 7,000 packages of seeds, 30,000 bulbs, 25,000 shrubs and 60,000 bedding plants to men in charge of Frisco properties, who requested them. They have done a wonderful job of planting and planning gardens, and the judges experienced great difficulty in determining the winners. Honorable mention was awarded to twelve gardens, and many more were runners-up for this honor. The railroad furnished the plants and seeds free of charge, with the one proviso that the man to whom they were given would care for his garden carefully. Next year we hope to greatly increase the number of gardens, and from the interest taken this year, and the requests for flowers which have already been filed, I feel safe in prophesying considerably more than 1,000 garden plots and station parks on the Frisco Lines in 1930."

Florist Fellows requests that Frisco gardeners, who have had pictures taken of their garden plots, send the negatives to him in order that a complete file be maintained.

Some very original ideas were worked out by various employes. A water tank at Seligman, Mo., in charge of Agent C. C. Larson, had its base completely filled with plants and flowers, and this was accomplished by building a platform around the tank, filling with dirt and planting. At Tulsa, Okla., a very attractive garden was constructed, with a large platform design with "Tuttle" in the center, Mexican fire bush, or summer cypress. The emblem and letters were twelve inches high and the width, and aroused a great deal of favorable comment.

The roundhouse foreman at Wagon Springs had one of the most attractive lay-outs. In addition to a large emblem with "Frisco" in the center, he has numerous beds adjacent to the house and car departments. A circular fish pool, with live goldfish and water lilies completed the garden.

On the Eastern division extensive gardens were maintained at Wagon Groves, Cuba, Dixon and Lebanon. The Central division was well represented with fine parks, including those at Rogers, Seligman, Springfield, Muskogee, Ashdown, Tulsa, Wister, Poteau and Jensen.



The prettiest station park on Frisco Lines appears above. It is located at St. Mary's, Mo., and won first prize in the system-wide flower contest. Agent Henry Schroeder and his wife planted and tended it.

Yardman Sam Woolridge of Thayer, Mo., is responsible for the beauty of the Thayer station garden, shown below. This garden won second prize in the flower contest held this year on Frisco Lines.



Over on the Northern division excellent beds were grown at Rosedale, Merriam, Olathe Bonita, Paola, Fort Scott, Kenoma, Golden City, Bois D'Arc and Nichols.

The severe drought in Texas considerably handicapped the flower campaign on the Texas Lines, but excellent gardens were grown at Dublin,

Stephenville, Bluffdale, Tolar, Celina, Frisco, Plover and Paris.

Besides its second-prize winning garden at Thayer, the Southern division attracted attention with attractive gardens at Rogersville, Bay, Herman, Clarkdale, Byhalia, Red Banks, Amory, Columbus, Holly Springs, New Albany, Wallerville, Blue Springs,

Sherman, Dora, Tupelo, Hamilton, Pratt City, Cordova, Hillard and Guin.

And the River division, besides its prize winner at St. Mary's, had other attractive beds at Gravois, Ten Brook, Festus, Crystal City, Ste. Genevieve, McBride, Menfro, Seventy-six, Wittenberg, Chaffee, Brooks Junction, Poplar Bluff, Kennett, Sikeston, Hayti, Caruthersville, Lilborne and Portageville.

Western Division Passenger Trains 100 Per Cent on Time in August

WITH the record of operating its 185 passenger trains 100 per cent on time the Western Division led all other divisions during August. The Texas Lines were second and the River Division third,

states the monthly report on passenger train performance issued September 10 by the office of F. H. Shaffer, Springfield, Mo., general manager.

The 5054 passenger trains operated

on all divisions were 96.6 per cent on time as compared with the 95.5 per cent for August, 1928, and the 95.3 for August, 1927.

The report:

DIVISION	Total Trains Operated			Total Trains Maintained Schedule or Made Up Time			Per Cent Trains Maintained Schedule or Made Up Time			Standing of Divisions		
	Aug. 1929	Aug. 1928	Aug. 1927	Aug. 1929	Aug. 1928	Aug. 1927	Aug. 1929	Aug. 1928	Aug. 1927	Aug. 1929	Aug. 1928	Aug. 1927
Western.....	185	186	215	185	185	210	100.0	99.4	97.7	1	1	2
River.....	914	819	922	896	800	909	98.0	97.7	98.6	2	2	1
Northern.....	1116	1054	1322	1091	1010	1243	97.8	95.8	94.0	3	3	6
Southwestern.....	845	743	864	816	707	821	96.6	95.2	95.0	4	4	5
Central.....	310	248	620	299	229	602	96.5	92.3	97.1	5	6	3
Southern.....	909	679	837	868	632	806	95.5	93.1	96.3	6	5	4
Eastern.....	589	494	651	544	430	594	92.4	87.0	91.2	7	7	7
Total Operated.....	4868	4223	5431	4699	3993	5185						
Per Cent Operated.....							96.5	94.5	95.5			
Texas Lines.....	186	248	248	184	246	229	98.9	99.1	95.4			
Total System.....	5054	4471	5679	4883	4239	5414						
Per Cent Operated.....							96.6	95.5	95.3			

PRESENT RADIO TO INVALID VETERAN

IT is problematical which brought the most pleasure to Charles Swingler, crippled and blind veteran of Frisco Lines — the gathering of his oldest and best railroad friends around his bedside on August 22, or the radio which they left with him to cheer him in the hours while they were "on their runs".

He is still astounded, still turning the big party over in his mind, and the amazing thing to him is the fact that he has so many loyal, steadfast friends, who, during his years of confinement have not visited his bedside weekly as a duty, but as a pleasure.

Today, instead of waiting for a visit, he touches the dial of his new Atwater-Kent radio and strains from a metropolitan opera fill the room. He is living again,—living in a new world, an his highly developed imagination travels with each new station which he finds on the dial.

Bob Sherry, one of his most steadfast friends and a Frisco engineer, who has made it a practice to bring cheer to "shut-ins", is the original sponsor of the party. It was he who gave the tip to the Magazine Department about Mr. Swingler's condition, which resulted in the story which appeared in the August issue.

Following the interview, Miss Martha Moore of the *The Frisco Magazine* and Mr. Sherry made plans to bring together all the old engineer friends of this fine, old veteran. As the plans progressed, the suggestion was made that they leave a gift with him in memory of the visit, and the opinion of all was that a radio would be the most acceptable.

Accordingly a subscription list was sent to his many friends over the entire road, and a sum of \$350.00 was raised quickly.

Invitations were broadcast, acceptances received and the number anticipated necessitated securing Eagle's Hall on Commercial Street, Springfield. At 4:00 o'clock on the afternoon of August 22, Mr. Swingler was wheeled into one of the spacious rooms and his friends crowded around his bedside.

"Howdy, Charlie," said Mr. M. J. Murphy, a 46-year-old veteran, as he

Chas. Swingler, Bedridden Engineer, Entertained by Friends at Springfield Gathering

grasped Swingler's hand and the tears rolled down his cheeks.

"Howdy — howdy — Well, Murph!" said Mr. Swingler. "Why, Murph, are you here, you old scoundrel!"



Chas. Swingler, of Springfield, tunes in his new radio, the gift of his Frisco friends.

Then another—and another, and finally George Hasler, Frisco fireman, who used to fire for Mr. Swingler on his Ft. Smith run, came and grasped his hand.

"How are you, Charlie," said Mr. Hasler, as he took his hand in both his own and pressed it.

"George! Is that you, George?" And for a moment neither of them spoke. Then Mr. Swingler burst forth in a laugh. "Well, George, we won't forget the little old 248, will we, with her leaky flues? Remember when we had such a time gettin' up enough steam to go over the Boston Mountains?"

One of the remarkable things to those who crowded near Mr. Swingler's cot was the fact that he could call the name of each man who grasped his hand. He hadn't forgotten one of them and he called them familiarly as old "Tug" Dwyer, "Herb" Miller, "Little Billy" Carter, "Jud"

Robison, and many other friends.

The greetings lasted for over an hour and then a program of music and readings was presented. Misses Catherine, Isabelle and Mary Ann Dwyer sang "Dream Train", and Miss William Osburn and Mrs. Irene Osburn gave an instrumental duet titled "Slumber Song". Miss Genevieve Heyburn presented a delightful reading and Miss Annette McCune, Mr. Swingler's granddaughter, presented a piano solo, which pleased him especially.

It was a study to watch his expressions and his delight. He applauded as each number was announced and insisted on encores. His face was wreathed in smiles, and he kept time to the music with his fingers, which he continually moved under the covers.

"Bob" Sherry announced each of the above numbers and following the entertainment he called on Miss Martha Moore for an address. Up to this time he had no idea that there was a radio awaiting him at his home. It was installed by Mr. A. E. Reynolds, of the Springfield Gas and Electric Company, of Springfield, distributors of the Atwater-Kent Radio.

In presenting the radio, Miss Moore expressed the appreciation of both Mr. Sherry and herself at the splendid representation of Mr. Swingler's friends.

"We thought that we would like to leave with you a little gift by which you could remember this gathering," she said, "and so we bought you one."

"It was too big to bring to the party," she said "and it isn't a little locomotive—it's a radio!"

Mr. Swingler, in a hushed and astonished whisper, repeated the words—"a radio! A radio!"

"We wanted to give you another pair of ears—another pair of eyes, and if this radio brings you one-tenth of the happiness which you have so freely given to those who come to your bedside for cheer, then it will have served its purpose."

"I have never seen a radio," Mr. Swingler said, in response, "but I have listened to one, and to think that these kind friends have given me one."

(Now turn to next page, please.)

Car Damage Decreases 23.8 Per Cent First Eight Months

DURING the first eight months of 1929 the number of freight cars on the Frisco Lines damaged by rough handling decreased 23 per cent and the monetary amount of this damage decreased 24.7 per cent as compared with the first eight months of 1928, states the comparative monthly report issued

September 12 by the car accountant at Springfield, Mo. The number of cars handled per car damaged increased 34. per cent. The monetary amount of damage per car handled decreased 36.09 per cent.

Western Division holds first place among the divisions. No cars were

damaged on this division. Springfield holds first place among the terminals, having damaged but four cars.

Following is a comparative statement covering rough handling on the Frisco Lines during the period under consideration.

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1929	1928	1927	1929	1928	1927	1929	1928	1927	1929	1928	1927	'29	'28	'27
TERMINALS															
Springfield.....	4	11	7	\$1,062.00	\$1,120.00	\$ 865.00	524,556	527,964	515,614	.0008	.0021	.0014	1	1	1
Birmingham.....	13	17	19	317.00	1,080.00	969.50	471,476	479,681	488,797	.0028	.0035	.0039	2	2	2
Memphis.....	31	70	73	1,102.00	4,562.50	2,262.00	398,364	513,161	606,212	.0078	.0136	.0120	3	5	4
St. Louis.....	47	70	53	1,466.00	2,273.00	931.00	559,613	530,356	509,881	.0084	.0132	.0104	4	4	3
Kansas City.....	49	81	84	2,309.00	4,003.00	2,039.50	520,079	514,612	470,379	.0094	.0157	.0179	5	6	6
Tulsa.....	64	38	70	5,721.50	4,520.00	4,174.50	639,530	618,559	565,953	.0100	.0061	.0124	6	3	5
Total.....	208	287	306	11,977.50	17,558.50	11,241.50	3,113,618	3,184,333	3,156,836	.0067	.0090	.0097			
DIVISIONS															
Western.....	—	2	2	—	35.00	10.00	170,374	168,720	164,230	.0012	.0012	.0012	1	1	1
Central.....	8	16	12	467.00	458.00	755.00	271,033	264,058	265,307	.0030	.0061	.0045	2	3	4
Eastern.....	26	38	12	2,420.00	2,910.50	603.50	616,944	582,671	572,269	.0042	.0065	.0021	3	4	3
Southwestern.....	35	18	15	1,709.50	654.00	400.00	712,457	691,835	720,247	.0049	.0026	.0021	4	2	2
Southern.....	39	42	30	2,237.00	6,617.00	1,122.00	689,702	608,725	612,525	.0057	.0069	.0049	5	5	5
River.....	16	24	37	1,167.50	1,315.00	1,129.00	282,403	275,531	279,234	.0057	.0087	.0133	6	6	6
Northern.....	51	80	92	2,439.00	4,377.50	2,987.65	725,053	710,068	669,495	.0070	.0113	.0137	7	7	7
Total.....	175	220	200	10,460.00	16,367.00	7,007.15	3,467,966	3,301,608	3,283,307	.0050	.0067	.0061			
W'ham Belt.....	8	3	—	261.00	110.00	—	81,560	32,409	—	.0098	.0093	—	—	—	—
Texas Lines.....	13	20	17	276.00	1,172.00	313.00	96,412	98,194	89,441	.0135	.0204	.0190	—	—	—
Tot. System.....	404	530	523	22,974.50	35,207.50	18,561.65									

1929 Compared With 1928

Per cent decrease in number cars damaged.....	23.8	Per cent increase in number of cars handled per car	34.0
Per cent decrease in amount of damage.....	34.7	Per cent decrease in amount of damage per car handled	36.09

PRESENT RADIO TO VET

(Continued from Page 3)

It will mean eyes and ears and limbs to me, and oh, how it will cheer me during the long days and nights. I hope, too, that it will be an incentive for some of you old-timers to come over and we'll radio for an hour or two."

He then recited a bit of verse, dedicated to his old friend, George Hasler, and which he had composed himself.

Following his talk, letters were read from the following officials, who expressed their regret at being unable to attend the gathering, and each letter rang true with the sincere wish that the radio would bring Mr. Swinger much happiness. These letters were passed out among his friends, and each read one when called upon. They were from J. M. Kurn, president of Frisco Lines, J. E. Hutchison, vice-president operation, F. H. Hamilton, vice-president - secretary - treasurer, L. E. Martin, assistant to President Kurn, C. J. Stephenson, assistant general manager, W. D. Bassett, secretary board of pensions, J. L. McCormack, superintendent FL&D Claims, Frank

Davis, engineer, J. W. Seabough, president Frisco Men's Club at Springfield, and J. W. Bowler, general chairman Brotherhood of Locomotive Engineers. These letters Mr. Swinger treasures and, following their reading, he asked for them and held them in his hand.

Every friend present had a chance to say a few words and his guests included Mr. and Mrs. N. V. Allebach, Mr. and Mrs. Harry Heller, Mr. and Mrs. G. A. Hasler, Mr. and Mrs. J. Dwyer, Mr. and Mrs. C. L. Rhodes, W. H. Carter, J. H. Milligan, C. C. Martin, F. H. Carr, A. E. Jennings, G. C. Waller, J. C. Dubuque, G. F. Robson, Herb Miller, W. F. Carter and Wm. Gaghyan, and Mesdames Walter R. Boyd, S. K. Martin, C. A. Wagner, P. J. Heyburn, J. A. Cadle, Irene Osburne, J. L. O'Neil, E. M. Monroe, E. W. Wells, Ed. C. Rice, Mrs. J. W. Beckerleg and Mr. Swinger's daughter, Mrs. Claude McCurdy and her three children.

The dinner, which followed, was served by the members of the Auxiliary to the Brotherhood of Locomotive Engineers under the direction of Mrs. John W. Beckerleg, president.

Following the dinner the Klinger Company's spacious coach carried Mr. Swinger to his home, and there he found the radio at his bedside. As his friends gathered around, he put his hand on the dial, and the unseen voices, which will bring him so much cheer, began to fill the room. He moved closer to the radio and felt it from one corner of its highly polished cabinet to another, exclaiming at intervals: "My, my! It fills the room". He took particular delight in finding different stations, and one minute he was in Chicago—the next in New York.

The guests left him at 10:30 p. m. and, as they climbed into cars, the refrains of music came from his room and they knew that he was clapping his hands and moving his foot to the rhythm of the song.

And now that September is past, friends report that he is adept in the operation of his new radio. He has singled out certain programs to get each evening and when someone told him he looked 100 per cent better, he laughed and told them that he had been "done over", he had new ears and eyes and was using them hourly.

CHANGE OPERATING POLICY SEPT. FIRST

STEADILY increasing traffic over Frisco Lines with a consequent increase in operating problems has brought about an important change in the operating policy of the railroad according to an announcement September 1, by F. H. Shaffer, general manager.

Effective September 1, two operating districts were created, each under the direction of an assistant general manager.

The first district, comprising the Northern, Southern and River divisions and the Kansas City, Memphis and Birmingham terminals, is under the jurisdiction of M. M. Sisson, assistant general manager.

The second district, including the Eastern, Central, Southwestern and Western divisions, and the St. Louis, Springfield and Tulsa terminals, was assigned to C. J. Stephenson, who was promoted from assistant to the general manager, to assistant general manager.

General Manager Shaffer explained that the work of directing the operation of the 5,800 miles of line comprising the Frisco had become too great a task for the present official staff, and the promotion of Mr. Stephenson to an assistant general managership is expected to greatly facilitate present operating problems and conditions.

The newly promoted assistant general manager is a Frisco veteran of thirty years' continuous service in the mechanical and operating departments. On July 1, 1899, C. J. Stephenson, then a boy of 17, entered Frisco employ as a clerk in the office of the superintendent of machinery at Springfield. During the next ten years he worked on various desks in the office of the superintendent of motive power, and in 1909 was promoted to chief clerk to the shop superintendent at the time the Frisco opened its new \$1,600,000 shops in Springfield. He became assistant chief motive power clerk January 1, 1911, and was again promoted to special representative of

Two Districts Created— C. J. Stephenson Promoted to Assistant General Manager

the general manager in February of 1912. In 1913 he became assistant chief clerk to the general manager, and in February, 1914, he was appointed chief clerk to the general superintendent of the Frisco's second operating district. The general super-

cific and Detroit, Toledo and Ironton. He has been assistant superintendent and later vice president and general superintendent of Texas Lines, assistant to the president of Frisco Lines, and was promoted to assistant

general manager on June 1, 1923.

Claude P. King, assistant chief clerk to the general manager was promoted to assistant to the general manager in the place of Stephenson. King has been with Frisco Lines since 1911 when he entered service as a sten-

ographer in the mechanical department. He has been a member of the general manager's staff since 1912, and was formerly secretary to the general superintendent.

Other changes in the operating department which follow the change in policy and the promotion of Messrs. Stephenson and King place Mr. D. E. Gelwix, formerly maintenance assistant to general manager, as division engineer of the Eastern division, the position he had filled prior to joining the general manager's staff. Mr. E. L. Anderson who had succeeded Mr. Gelwix as division engineer of the Eastern, returned

to his former position as assistant division engineer.

J. M. Connelly who had the title of chief maintenance clerk, became senior clerk in the general manager's office and Z. M. Dunbar, former train clerk becomes chief maintenance clerk.

Paul Krueger, widely known on the Eastern division through his position for several years as secretary to superintendent J. A. Moran, was chosen by assistant general manager C. J. Stephenson as his secretary, with headquarters in Springfield.

City Visitor (noticing how industrious the farmer's wife is): Mr. Perkins, you have a very hard working wife.

Mr. Perkins: You're right, I wish I had a couple more like her.



CLAUDE P. KING



C. J. STEPHENSON

intendent at that time was Mr. J. E. Hutchison, now operating vice-president.

On March 1, 1917, Mr. Stephenson became chief clerk to the assistant general manager and in July, 1918, he became chief clerk to the general manager, at that time Mr. J. M. Kurn.

On March 1, 1920, when the railroads were returned to their owners following federal control, he became assistant to the general manager at Springfield, the position he held at the time of his promotion to assistant general manager.

M. M. Sisson, who continues as assistant general manager in charge of the first district, came to the Frisco in 1918 as chief dispatcher at Sapulpa, Okla., after eighteen years railroad service with the Santa Fe, Chicago and Northwestern, Union Pa-

SNAPSHOTS

SOME VACATION TRUTHS

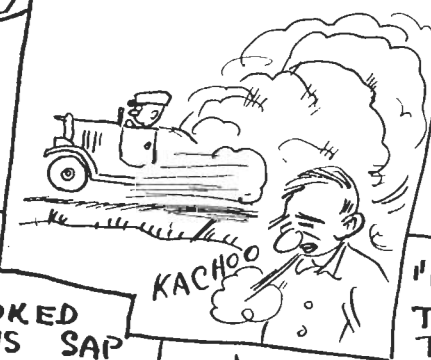
FROM OUR

FOTYGRAFF ALBUM

SNAPSHOT OF THE BOZO WHO WROTE BACK HOME "I BEAT OLD MAN PAR EVERY GAME"



"THE AIR IS SO PURE AND CLEAN" ADVISES THE BIMBO WHO WENT TO THE COUNTRY



"THE WATER IS FINE" WROTE THIS BIRD FROM THE "COTTAGE BY THE SEA"



"YOU SHOULD SEE THE BIG ONE I HOOKED TODAY" - WRITES THIS SAP



"HAVING A WONDERFUL TIME TOURING IN THE CAR" -



JOHN GODSEY

NEWS of the FRISCO CLUBS

Wichita, Kans.

TO acquaint members with the new Air Capital Limited and its schedule, and to stimulate interest among employees, were the purposes for which the first meeting of the fall and winter season for the Frisco Employees' Club of Wichita, Kans., was called August 30. The meeting was held in a passenger coach on the tracks near the roundhouse. Fourteen members attended.

Mr. Henry E. Morris, general freight and passenger agent, made an explanation of the schedule of the Air Capital Limited, which leaves Wichita at 9 p. m. and arrives in St. Louis at 11:35 a. m., making connection there with ten noon trains for all eastern points, Chicago, Detroit, Buffalo, Indianapolis, Cincinnati, Pittsburgh, Philadelphia, Baltimore, Washington, New York and Boston, and for intermediate points as well. He urged all present to acquaint their friends with this new service which fills a very definite public need.

A short talk by Mr. E. E. Carter followed, in which he spoke about business conditions in Wichita and about the new train. Business conditions in Wichita were as good as any place in the territory, he said. He asked all to help make the new train a success.

Engineer Jack Halbert made a short talk on getting business for the Frisco, and on making the Air Capital Limited a big success.

The entertainment committee is planning some amusement and refreshments for the near future, but the plans were not complete at the time of the meeting. The next meeting will be held early in October.

Birmingham, Ala.

The swimming party and dance, given by the Frisco Employees' Club of Birmingham, at the Birmingham Athletic Club, September 3, was attended by 300 members and their friends. A number of contests were held during the evening.

Winners of contests were as follows: the swimming balloon race for women, Mrs. C. H. Vaughn, wife of revising clerk; the swimming balloon race for men and umbrella swimming race, Earl Basham, clerk, Bessemer Station; bathing beauty contest, first prize, Mrs. E. T. Boyd, wife of the

proprietor of East Thomas restaurant; second prize, Mrs. C. J. Thompson, wife of assistant superintendent of terminals; prize waltz, Mr. and Mrs. J. E. Milton.

Music was furnished by Bill Shafer's Country Club Arcadians. Dancing lasted until midnight.

North End Beaumont Sub

A business meeting was held by the North End Beaumont Sub Frisco Employees' Club at Atlanta, Kans., July 17. Twelve members and eight visitors attended.

Secretary J. B. Vasilopus turned in a tip of three women contemplating a trip beyond St. Louis in the near future. J. E. Jones and C. H. Cowles made talks. A discussion of Frisco freight and passenger service and the possibility of getting business followed.

The visitors in attendance were: W. H. Eastin, conductor; G. C. Tribble, brakeman; D. C. Wright, brakeman; H. R. Vance, engineer; L. R. Phelps, fireman, C. H. Ammerman, engine watchman, all of Enid; A. S. Murphy, ditcher engineer, Springfield, and Albert Jewell, ditcher fireman, Pawnee.

Fort Smith, Ark.

The Frisco Employees' Club of Ft. Smith, Ark., held a picnic at Fine Springs, near Rudy, Ark., August 21. One hundred and fifty attended.

Lunches and punch were served at 8 p. m. Following this, there was dancing and swimming.

Thayer, Mo.

The Frisco Employees' Club of Thayer, Mo., held a business meeting in the assembly room of the Y. M. C. A., August 15. The attendance was small, but those present took an active interest in the meeting.

Secretary T. H. Edmundson brought up the matter of having a Frisco booth at the county fair in September and asked all present to lend a hand in making it a success. Mrs. H. W. Miller, Mrs. T. H. Edmundson, Mrs. J. E. Haynes and Mrs. T. E. King were present to talk over matters pertaining to the Frisco booth. Ralph Beatty of the Barnes Dairy Products Company and Paul Cockman of the Cockman Produce Company also were visitors.

It was decided that the regular meeting night for the club be changed from Monday to Thursday, and here-

after meetings will be held on the third Thursday in each month. However, since in September this will be during the week of the fair, the meeting will be held the second Thursday.

Girls' Club, St. Louis

The August luncheon of the Frisco Girls' Club of St. Louis was held in the Crystal Room, Hotel Jefferson, August 28, with approximately 100 guests and members of the club present.

The program was one of the most interesting ever presented, and honor guest for the day was D. L. Forsythe, general road foreman of equipment of Frisco Lines and former engineer of the world's champion endurance locomotive No. 4113. He was accompanied to the luncheon by Bert Collett, fuel agent for Frisco Lines. Mr. Collett introduced him to the members.

Mr. Forsythe made a splendid speech to the girls, expressing his pleasure at being able to be present, and told interesting bits about his locomotive endurance run. "At one time I could not have my clothes off for 48 hours," he said. "I do not want to take any special credit for the run because anyone else could have done it if furnished with a first-class locomotive and good coal and splendid help, such as I had. I did not hold the main key, I just worked out the problem and my co-workers did the rest."

"It is an inspiration to work for a railroad like the Frisco—the best in the world," he continued. "I do not believe there is a better spirit or better feeling among any class of railroad employees than there is on our Frisco today, and the Frisco Railroad is one of the outstanding roads in the world. It attracts more attention in railroad circles and among business people than any other road in this country."

"Dependable service is what counts. The fact that we made this long run with this engine is good advertisement for our road and shows that it pays to ship and ride over a dependable road which has locomotives in such condition as to make this a remarkable record."

Following the two addresses, Boris Odor Simonov, operatic and concert tenor, gave a group of songs, accompanied by Bert Baumgartner of the advertising department, Frisco Lines.

He sang an Italian love song, an Irish folk song and responded with two encores. His numbers were enthusiastically received.

Miss Dorothy Green, niece of Miss Lucile Kerr of Frisco Girls' Club, presented a delightful piano solo. Although only twelve years of age, Miss Green is a very accomplished young musician.

Mrs. Louis Gibson, chairman of the entertainment program had previously passed out slips to the members with words such as rice, salt, ginger, sage, pepper and sugar and several girls received slips with the same word. As she called for the word, these girls rose and she read their fortune. The game created considerable laughter and was an added feature to the interesting program.

Due to the recent marriage of Miss Katherine Martin, who served the club as vice-president, it was necessary to elect a member to take her place. That honor was accorded Miss Mary Ansbro of the passenger traffic department, and Miss Ansbro made a short acceptance speech.

Fayetteville, Ark.

Each of the fourteen members present at the meeting of the Frisco Employees' Club of Fayetteville, Ark., held September 10, pledged himself to do his very best in solicitation work during the last six-month period of this year, in order to get all possible business for the Frisco.

Solicitation work since the last meeting of the club, July 12, was discussed. During this time, fifteen passengers, all of whom had planned to travel by bus, had been secured for the Frisco by G. C. Dakon, W. R. Rader, Guy Miles, D. G. Lehn and C. B. Coleman. Several L. C. L. shipments had been secured by Virgil Farmer. No carlot shipments were reported for this period.

Several members of the club made interesting and instructive talks and gave suggestions for the betterment of the club. The next meeting night was set for Tuesday, October 8.

Willow Springs, Mo.

The Frisco Employees' Club of Willow Springs, Mo., held a business meeting at the Willow Springs City Hall September 10. Ten members and one visitor, Assistant Superintendent C. B. Callahan, attended.

President R. F. Livingston reported that he had induced two passengers, who intended to travel by bus, to buy tickets over the Frisco to St. Louis and from St. Louis to Chicago over the Chicago & Alton.

Clubs Make Excellent Traffic Record First Six Months

Results of employe solicitation of traffic for the first six months of 1929, was highly satisfactory, as is evidenced by the following tabulation. The totals in carlot, passenger and LCL business secured are almost as great for this six months period, as for the entire year of 1928. Sustained effort by employes' club members in securing traffic for the railroad during the balance of the year, will make possible a new high record for the year.

	Carlots	LCL	Passengers
St. Louis Terminals	111		60
Fort Worth	18	4	26
Fayetteville	11	42	51
Ft. Smith	21	186	47
Jonesboro	91	685	180
Henryetta	73	67	32
Pawnee only (of the Perry Sub Club).....	192	225	22
Neodesha	6		94
Hugo	16	9	
Okmulgee	28	13	3
Thayer	3		8
Monett	65	1,296	226
Kansas City	154	31	48
Sherman	1	1	39
Birmingham	17	21	5
Wichita	25	30	20
Arkansas City	3	8	5
Madill	11	3	6
Salem	8	15	22
Muskogee	19	27	20
Tulsa	67	4	49
Thomas			1
Blytheville	37	29	35
Clinton, Okla.	14	10	2
Okeene	70	308	10
Clinton, Mo.	50	190	31
Willow Springs			4
Blackwell	52	121	18
Eagle City	2		2
Drummond	3		1
Enid	12		30
Poplar Bluff	400	1	26
Amory	126	53	150
Cape Girardeau	29	73	26
Sapulpa	13	1	213
Oklahoma City	23	5	81
Frederick	6		2
Ft. Scott	18	22	24
Springfield, Girls' and Men's	1,970	1,485	3,281
Helena	50	168	4
Mountain Park	1	4	2
Hayti	1		6
Hobart	21	28	5
Chaffee	22	6	14
Perry	6	32	12
St. Louis, Girls'	344		40
North End Beaumont Sub (No figures available)			
Joplin, Mo.	18	1	
St. Louis, Men	161		36
Pensacola	78	37	20
Totals.....	4,467	5,241	5,039

Entertainment committee informed the club that they were planning an entertainment for the next regular meeting, to be held October 8.

Up-to-date

"What do you think of the bare leg fad?"

"Oh, it's all right as far as it goes."

What Nation's Newspapers Said Editorially of Frisco's Record Locomotive Run

From the Philadelphia Public Ledger of August 12, 1929.

While the endurance achievements of airplane engines are being widely applauded, a railroad locomotive in the West has been modestly piling up mileage and has established a new endurance record for machines of that type. For twenty days, engine No. 4113, of the St. Louis-San Francisco Railroad, has pulled freight trains between Kansas City, Mo., and Birmingham, Ala., rolling up a total of 5,144 miles, without its fire being drawn. This is described as a record.

Interest invariably centers on the newest type of achievement. The locomotive yielded in interest to the automobile, and the automobile now has become commonplace. The spirit of romance and the popular imagination at the moment center on the airplane, and new automobile and locomotive tests receive scant mention. Meanwhile, unsung and almost unnoticed, No. 4113 gives an endurance performance that will delight every superintendent of motive power who dreads "engine failure"—and all of them do.

From the Denver Post of August 14, 1929.

Endurance records are the rage these days. The one made by a St. Louis-San Francisco locomotive between Kansas City and Birmingham is worth while. It is an efficiency record. This engine ran for twenty-five days, covering 7,350 miles, without overhauling. The old record was 3,500 miles. The St. Louis-San Francisco locomotive hauled more than 13 and three-fourths million tons of freight while making its record and was still in good condition. All railroad men are interested in its performance, for they want to reduce operating expenses.

From the Kansas City Times of August 15, 1929.

A Frisco locomotive has now more than doubled the best previous record for endurance by completing a series of seven round trips between Kansas City and Birmingham, Ala., without having its fire drawn. It was ninety-nine years ago this summer that the first American ancestor of locomotive No. 4113 sallied forth upon another trial run. Peter Cooper called his contraption the Tom Thumb, because, as he once wrote, "it was so insignificant". As a matter of fact, it was little larger than a present-day handcar and probably weighed not

"4113"

There have been many instances of famous and significant numerals. All of us know the meanings and connotations of such numerical phrases as "7-11", "23", "50-50", "NX211".

And now Frisco Lines has added another potent numeral to the list, with its famous "4113".

During the twenty-five day run of Frisco endurance locomotive No. "4113", the readers of 1,200 newspapers served by the Associated Press throughout America, almost 1,000 reached by the United Press service, and 600 newspaper subscribers to the service of International News, saw daily stories of the progress of the "4113". At the conclusion of the run, "Time", the weekly news magazine with a circulation of almost 400,000 printed an article with a photograph of D. L. Forsythe, road foreman of equipment, who rode the record-breaking engine on her trip. National railway magazines, "Transportation" and "Railway Age" carried pictures and detailed stories of the achievement.

And so "4113" came to take its place, temporarily at least, as an outstanding idiom, denoting endurance, sturdiness, power, and splendid performance.

The accompanying editorials, clipped at random from American newspapers, reflect accurately the impression created by this outstanding achievement by Frisco Lines.

—W. L. H., Jr.

much more than a ton. (No. 4113 would tip the scales at 560,000 lbs.)

The Baltimore & Ohio railroad at that time owned a double track from Baltimore to Ellicotts Mills, thirteen miles away, which was being operated by horsepower, and it was on this line that Tom Thumb was to perform. All went well on the out trip. The train—there was one car, carrying company directors—attained at one point a speed of eighteen miles an hour, and everyone was duly elated. But on the way back Cooper tried to race a horse-drawn train on the second track. The Tom Thumb had forged into the lead when a pulley slipped and, before he could replace it, the race was lost.

No. 4113 has just made a run lasting twenty-five days and covering

more than 7,000 miles without a repair. In this matter of breaking records, we are glad to note, the iron horse is not to be outdone by either the iron fish or the iron bird.

From the Battle Creek (Mich.) Journal of August 19, 1929.

Steam locomotives now are going in for endurance records. They are doing pretty well at it, too. A new world's record was made recently when Engine No. 4113 on the St. Louis-San Francisco Railroad traveled 7,350 miles without having its fire drawn. This means continuous operation, pulling freight trains, for 25 days—a longer time than the gas motor ran in the famous airplane endurance flight at St. Louis.

It is good to see the steam engine rouse itself for new demonstrations of power and service. This type of engine is by no means shelved by the gas engine. Steam may come back for new triumphs. Some engineers say that airplanes will soon be using it.

From the New Orleans Tribune of August 18, 1929.

Engine No. 4113, of the St. Louis-San Francisco Railroad, in the ordinary come-and-go of daily traffic, has just completed a run of 25 days, covering 7,500 miles, pulling heavy freights all the time between Kansas City and Birmingham.

In those 25 days, its fire was never drawn, its boilers were not washed and no repairs were made. The record more than doubles the previous locomotive endurance record. Even so, it would probably have been increased did not Federal regulations require the examination of engines each 30 days.

This is a record which will bring no cheers from the multitude of medals for the crew. But it stands as solid evidence that aviation is not the only branch of transportation which is making advances in equipment and in methods.

From the St. Louis Globe-Democrat of August 15, 1929.

While large sums are spent in many years for improvements in existing rights of way and on terminals, the \$50,000,000 to be laid out in new railroad construction undertaken this year in the single State of Texas is the largest sum devoted to the purpose in a long period. And Texas has many thousand miles of bus lines and

is rapidly establishing air lines. In national transportation the railroads are still "standard equipment," the basic creation in the entire structure. Such endurance tests as that in which a Frisco locomotive engaged, with fires drawn and heavy service performed without intermission from July 19 to 1:30 a. m., on August 13, running up a total mileage of 7,350, have a sober, practical value not to be overlooked in the attention naturally given to other and more novel endurance tests.

From the Des Moines Register of August 10, 1929.

In this period of endurance tests for automotive mechanisms there should be some entertainment and value in the record run by a St. Louis and San Francisco locomotive which up to Thursday had traveled 5,000 miles in service without having its fires drawn.

Since the best previous record was 3,500 miles, it is plain that Locomotive 4113 is world's record holder now. The engine has been working between Kansas City, Mo., and Birmingham, Ala., according to the United Press dispatch about it. That in itself is peculiar, for an ordinary locomotive run is confined to a railway division, and divisions are rarely 500 miles long.

Of course, unlike such other mechanisms as airplane motors or automobile motors when put to sustained endurance tests, the locomotive is not constantly in operation. How much mechanical attention it gets at terminals is not clearly explained. It is certainly given careful checking, careful lubrication, and possibly some repairs. Since the fires are not drawn, it probably follows that the test is largely one of the boiler flues. Stoppages at terminals would give plenty of time, it may be presumed, for mechanical attention to a hundred parts—air brakes, to mention merely one.

Certainly the railroad is taking no chances of any kind of failure in operation that might tie up trackage or cause heavy property loss.

One of the benefits of the test should be to emphasize not the possibilities but rather the limitations of mechanisms that have been established as reliable through decades and decades of service, and that have been developed to what we call "a high point of perfection," with innumerable costly auxiliaries to keep them in operation.

From the St. Louis Star of August 16, 1929.

While marveling over airplane endurance records and steamship runs, don't overlook that the steam locomotive has been coming along at a



The Frisco's endurance run locomotive, Number 4113, took a place in the limelight with the famous flying pair, Jackson and O'Brine, in connection with the theatre program at Loew's State Theatre in St. Louis, the week of August 24-30. The above photograph is of the lobby display in the theatre that week. The model locomotive crossing a bridge with a mountainous background, the "two-sheet" carrying printed statistics on the run, together with a picture of D. L. Forsythe, and the Jackson and O'Brine sheet on the right, all combined to make an attractive lobby display. Many thousands of Loew's State patrons paused in admiration before the set during the week. The feature attraction was Lon Chaney in "Thunder", a railroad picture.

livelier gait than ever. Engine 4113 of the Frisco has just finished a twenty-five day, 7,350-mile fast freight run between Birmingham, Ala., and Kansas City, Mo., without having its fires drawn, its boiler washed, or repairs made. In those twenty-five days it hauled 13,780,749 gross tons of freight, and consumed 1,500,000 gallons of water and 975 tons of coal. This 560,000-pound portable power plant, for that is what the locomotive is, broke a world's record.

Improvement of the steam engine, in fact, is keeping pace with the development of other means of generating power. The modern locomotive hauls heavier loads at lower operating cost than ever before. Use of new steels, better construction and handling, have made it possible to operate continuously over long runs without laying up. Not many years ago it was thought metal "fatigue" made it unsafe for a locomotive to run more than 150 miles without rest and overhauling. This Frisco engine was still going strong when a federal inspection law compelled it to stop. Electric motors and gas engines have not yet displaced steam. As long as cheap coal is available for the railroads, the modern efficient steam lo-

comotive seems likely to hold its place for heavy hauling.

From the Mobile (Ala.) Register of August 19, 1929.

This seems to be a day of endurance tests and there is a good deal of doubt about what some of them prove after they have been made. There is practical value in a test of a marathon locomotive on the Frisco system between Birmingham and Kansas City which has recently been completed.

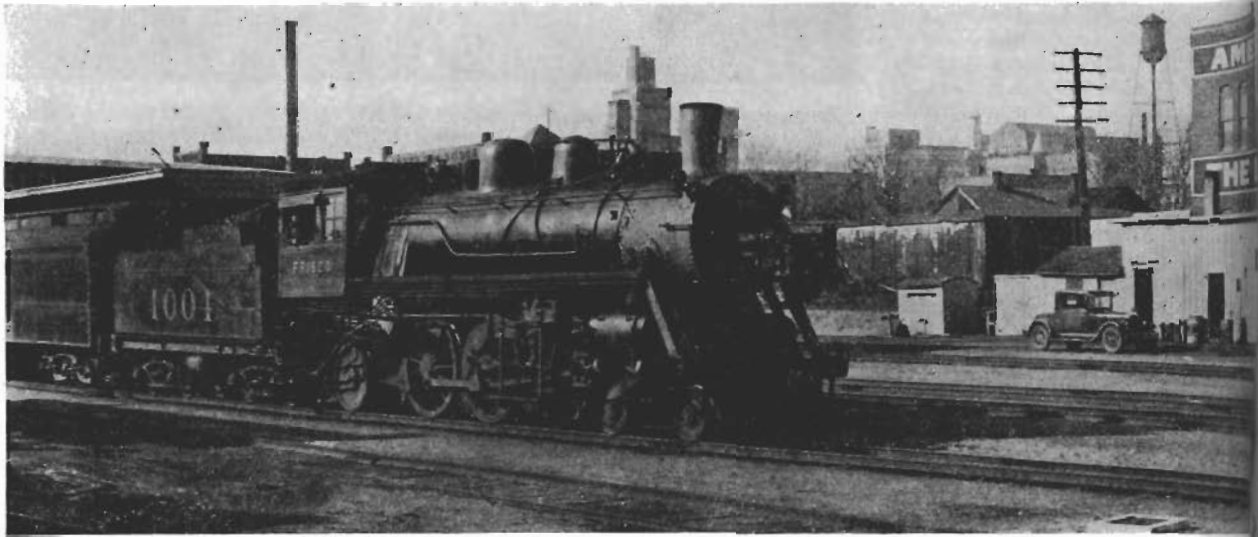
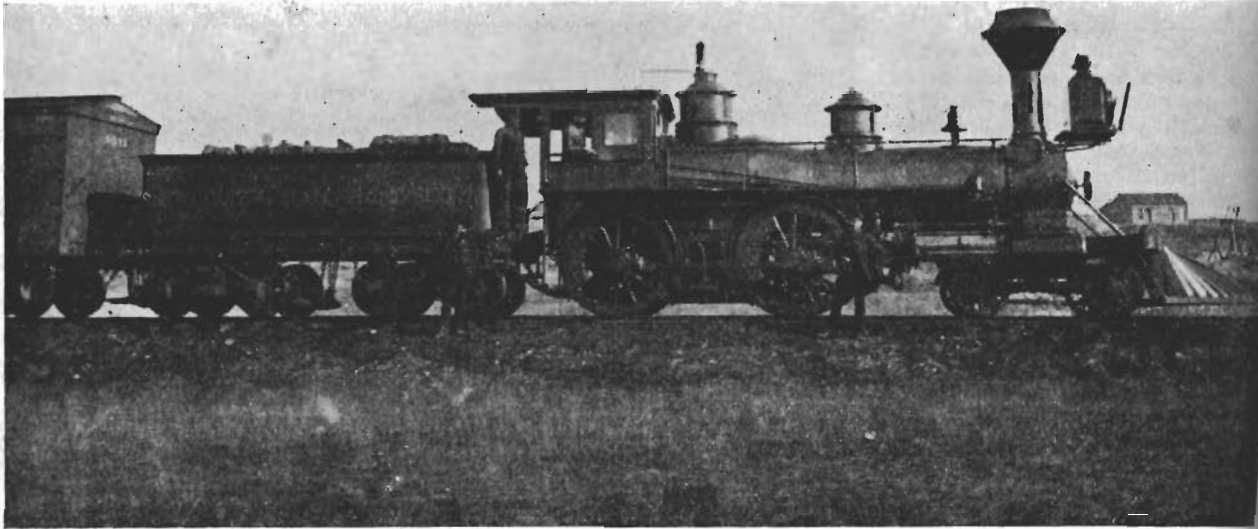
This locomotive for more than three weeks was kept in continuous night and day service without allowing the fires to die down. It traveled 7,350 miles under the test with the general road foreman of equipment constantly in the cab to observe the results. The run is said to have doubled the previous world's record for a locomotive's endurance without being taken to the shops for an overhauling of one kind or another.

From the Quincy (Ill.) Herald-Whig of August 2, 1929.

Down on the Frisco railroad between Kansas City and Birmingham, Ala., a sturdy freight engine has been pounding away in an endurance test

(Now turn to Page 15, please)

Fifty Years of Progress in Joplin, Mo.



Fifty years ago Photographer C. W. Judd of Joplin, Mo., who specialized in photography of "mines, mining machinery, residences, livestock, etc.," according to his letterheads, was called to the Frisco depot to record for posterity a Frisco locomotive which had just come to Joplin new from the shops. There was no skyline in Joplin in 1879, as the photograph indicates. The picture is the property of C. M. Carroll, Frisco engineer in Joplin, and was secured for the Magazine by Mr. Henry Carroll, general contractor of Joplin, whose sister is Mrs. Carroll.

In order to properly present the fifty-year contrast in Joplin's growth (and incidentally in Frisco motive power), another photograph was made last month at exactly the same spot. The skyline had grown, the background had changed. At the near right is the plant of the American Furniture Company. Next to the left is the First National Bank Building in the distance; then the towering Christman Building, which is seen between the stack and first dome of the locomotive.

A glimpse of the fifty-year growth of Joplin and Frisco Lines is contained in these contrasting photographs.

MORE RAPID HANDLING

Keeping in mind the fact that foreign cars are to be returned to the home line with the least possible delay, H. A. Johnson, agent at Welling, Okla., reports the following case of excellent handling which included the best of co-operation on the part of the consignee and the agent.

Missouri Pacific 84250, loaded with flour and consigned to Grant Brothers, was received at Ft. Gibson, Okla., August 14, delivered to the consignee

same date at 3:00 p. m., unloaded and delivered back to the Missouri Pacific at Ft. Gibson on August 15. The case was given special commendation by J. H. Doggrell, superintendent of transportation at Springfield.

"Isn't my auto a beauty? It cost sixteen thousand dollars."

"Why, I didn't know autos ever cost that much."

"Oh, it cost only five hundred, but I spent the rest in repairs."

Customer: I'm afraid this suit will shrink if it gets wet. How about it, Abe?

Abe: No, siree, every fire company in town has squirted water on the suit.

Impatient Co-ed: Say, what's the idea? I've been standing here twenty-five minutes.

Withered Bank Clerk: Think nothing of it, my dear, I've been standing here twenty-five years.

NEWSPAPERS ON "4113"

(Continued from Page 13)

about much being said about it in newspapers.

The locomotive is one of the larger used in freight service, is six years old and has a record of 1,700 miles on the rails without having the wheels knocked from under its boilers. Climbing up grades and dragging behind it from 65 to 120 freight cars as it has warranted. Thirteen crews of engineers and firemen have been faced putting the old goliath through the test. At last reports the rating crews said they were going to keep on the rails and keep going as long as the engine held out. Perhaps the rails will wear out before the engine does. Perhaps business of Birmingham and Kansas City will make up a purse of \$110 an hour every additional 60 minutes the Iron Horse keeps going.

A freight engine takes more punishment than an airplane. They usually make a thorough "going-over" in the roundhouse at the end of 500 miles of service. Airplane motors have been overhauled time and again. A use of something like a freight locomotive deserves as much attention.

The Coffeyville, (Kans.) Journal of August 8, 1929.

Speaking about endurance runs, we overlook the feat of a Frisco locomotive which covered more than 7,000 miles without a "rest." In seventeen days, or something like that, the locomotive was running through the country from terminal to terminal driving heavily loaded trains of freight cars. Formerly locomotives ran only between division points, covering about 125 miles or such matter of time out. Then taken in, firemen and they were allowed to cool

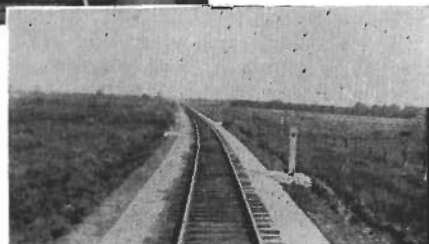
Now it seems the modern locomotive not only draws four to sixfold load drawn a quarter century ago. It goes on for days and days without having the fire taken from its firebox. In the olden days probably less than half of a railway's rolling stock was in use at a time. Now cars are fully unloaded and again filled and sent to other destinations with a minimum amount of idle time that increased demand for service may justify and that a high rate of efficiency may meet the overhead and a small portion for stock dividends. In our progress of the past decades no department of modern industry has shown greater development than railways, the chief veins and arteries of commerce.

Excellent Track on Afton Sub

W. T. Trisler, section foreman on Northern division, has every right to be proud of track between Mile Posts 122-123, north of Girard.



Top photograph shows a stretch of well graded track, looking north; below (to left) view toward the south, and on lower right, looking north.



From the Springfield (Mo.) Leader of August 18, 1929.

The Iron Horse, Frisco engine No. 4113, has succeeded in setting up a record of endurance which is quite as important, if not so intensely spectacular, as many or all of the many modern tests of endurance in other lines of human or mechanical exhibitions.

That a locomotive should emerge unharmed and still ready and "rearing" to go after runs lasting 25 days and covering a distance of more than 7,000 miles sans so much as a single repair, is an achievement worthy of all praise and deserving of a place in the history of modern-day transportation. It bespeaks a fine, painstaking, intelligent application of brains to the building of machinery that is to be dedicated to the service of man, to the easing of his burdens and the lightening of his toil.

It would not be at all unbecoming that a medal should be struck in honor of Frisco engine No. 4113 and riveted conspicuously on its massive front that wherever it runs folk may read it and wonder.

Payments by the Metropolitan Life Insurance Company to insured officers and employees of Frisco Lines during August, 1929, totaled \$24,874.92, divided as follows:

Shop group, health, \$2,997.18; total and permanent disability, \$816.64; accidental death and dismemberment, \$1,000; death, \$2,000.00.

Supervisory group, total and permanent disability, \$1,939.54; death, \$15,241.00.

Clerks, total and permanent disability, \$880.56.

K. C. VETS MEET SEPT. 13

Kansas City Unit No. 6, of the auxiliary to the Frisco Veterans' Association, held its first meeting of the fall at the Hotel Baltimore, Friday, September 13, and reports a splendid attendance. Plans were discussed for a busy winter program and included in the plans is a drive for new members.

"We are going to have one meeting each month," Mrs. J. L. McCarter, president of the auxiliary, said, "one in the afternoon just for the ladies and the next month we will have the meeting in the evening and include the men."

"I am not in as close touch with the presidents of the other auxiliaries as I would like, and I would like very much to have them write me and tell me of their activities. I am intensely interested in each unit and would like very much to correspond with each president, for I feel we could suggest things to each other which would be of benefit."

"Our Kansas City unit has a flower and sick committee, also an entertainment committee and these committees report at each meeting. We pay dues of 50 cents each year which gives us a little working sum with which to carry out our plans. The payment of dues could of course, be optional with each club."

Mrs. McCarter reports the next meeting of the Kansas City unit on October 11, at the Women's Benefit Association club rooms, 2 West Linwood boulevard, Friday p. m. at 8:00 o'clock. All veterans and wives are assured of a hearty welcome, and visitors in the city are urged to attend.

INAUGURATE NEW TRAIN "Air Capital Limited" Between St. Louis and Wichita on Sept. 8 —Other Changes

INAUGURATION of a new train between St. Louis and Wichita, Kans., known as the "Air Capital Limited" headed a general revision of time on Frisco Lines, effective September 8.

"The Air Capital Limited" carries chair cars, Pullmans, diner and club cars on a schedule bettering former service by more than three hours.

Known as No. 11, the "Air Capital Limited" leaves St. Louis at 8:00 p. m., arriving in Wichita at 11:15 the next morning. This train also carries a Joplin sleeper which sets out in that city for early arrival and the Wichita sleeper, formerly carried on the Frisco's Bluebonnet, which leaves St. Louis at 2:01 p. m. Returning the "Air Capital Limited" operates as train No. 302, leaving Wichita at 9:00 p. m., arriving in St. Louis at 11:35 a. m.

Greatly improved local service from St. Louis to Springfield, Monett and Oklahoma points becomes effective through Frisco No. 3, which leaves St. Louis at 8:58 a. m. instead of 9:30 a. m., arriving in Oklahoma City at 7:15 a. m. as before, and making all stops between St. Louis and Springfield now made by local train.

Train No. 5 from St. Louis to Springfield and points in Oklahoma has been shortened one hour and will leave St. Louis at 11:45 p. m. instead of 10:45, arriving in Springfield at 7:20, Tulsa at 1:55 p. m. and Oklahoma City at 6:20 p. m.

Frisco service between Kansas City and Florida points is also improved in the time revisions. Frisco No. 106, the Kansas City-Florida special, has had its time shortened between Memphis and Kansas City and leaves Memphis at 7:25 p. m. instead of 7:45 p. m., arriving in Kansas City at 8:30 a. m. instead of 9:05 a. m.

No. 107, the Sunnyland from Kansas City to Atlanta leaves Kansas City at 9:00 a. m. as at present, arriving in Springfield at 1:50 p. m. instead of 1:55, and Memphis at 9:00 p. m. instead of 9:10. This change enables a connection at Memphis with the Southern Railway's "Memphis Special" for Chattanooga and the east, leaving Memphis at 9:10 p. m.

Service between Kansas City, Mo., and Oklahoma points on Frisco trains 111 and 117 is also greatly improved. No. 111, overnight train from Kansas City to Tulsa, has had its run lengthened for the accommodation of patrons. It leaves Kansas City at 11:25



Murl Calvert, Wichita, switchman and president of the Frisco Employees' Club there, suggested the name of the new train. He is shown above standing beside the rear standard just before the train left on its maiden trip.

p. m. as before, but arrives in Tulsa at 7:00 a. m., twenty minutes later than its former schedule. No. 117, also from Kansas City to Tulsa and Oklahoma City, makes its run from Kansas City to Tulsa one hour shorter, leaving Kansas City at 11:00 a. m. as before and arriving in Tulsa at 6:10 p. m. instead of 7:10 p. m. as before. Arrival of this train in Oklahoma City is at 9:50 p. m. instead of 10:35 p. m.

"CHB" CELEBRATES HIS BIRTHDAY

"Uncle Charley" Baltzell celebrated his sixty-fourth birthday with his old circus friends on Hagenbeck-Wallace show, Saturday, August 24, at St. Louis.

He was the recipient of a shower of ties, socks, handkerchiefs and cards and at 4:30 p. m. a special dinner was staged for him in the cook's tent, and the circus folk seated themselves around a huge table and many were the wishes for his health and success.

Following the dinner "Uncle Charley" took Captain Clyde Beatty, the lion and tiger trainer who works thirty-two animals in the center ring at one time and Miss Erma Ward, world's champion gymnast, to the Frisco hospital where they were introduced to the patients by "Uncle Charley."

"They could not go to the circus," "Uncle Charley" said, "so we brought part of it to them." The visit was a most unusual one, and thoroughly enjoyed by all the patients.

AGENCY CHANGES

J. N. Attebery installed temporary agent at Fletcher, Okla., August 21.

R. W. Berry installed temporary agent at Bennington, Okla., August 21.

Benoit, Ala., ticket agency now closed, effective August 16.

C. M. Neal installed permanent agent at Bushyhead, Okla., August 21.

G. J. Robinson installed permanent agent at Chandler, Okla., August 21.

H. M. Russell installed temporary agent at Cyril, Okla., August 20.

J. S. Roche, regular agent at Coker, Kans., resumed duty, vice R. D. Smith, effective August 21.

W. T. Durham installed temporary agent at Grubbs, Ark., August 21.

H. B. Fuller installed permanent agent at Keighley, Kans., August 21.

R. E. Essman installed temporary agent at Leasburg, Mo., August 21. (B. T. Bruton relieved regular agent E. W. Daugherty, June 25, with transfer and handled station in regular agent's name.)

C. V. Keller, in charge temporary of station at Lebanon, Mo., August 21.

C. Murphy, installed temporary agent at Troy, Okla., August 20.

C. H. Bolling installed permanent agent at Cyril, Okla., August 30.

M. C. Davis installed temporary agent at Dunbar, Okla., August 30.

A. A. Jones installed temporary agent at Mt. Hebron, Ala., August 30.

F. M. Means installed permanent agent at Nettleton, Ark., August 30.

J. R. Boyd installed permanent agent at Pitt, Mo., August 23. (Transfer not made by Traveling Agents made personal transfer.)

C. B. Rawls installed temporary agent at Roff, Okla., August 28. W. Dale left the station August 22, relieved by J. L. Kirkley, who handled the station in Dale's name until August 28.)

R. L. Holt installed permanent agent at Valliant, Okla., August 31.

J. H. Spears installed permanent agent at Bay, Ark., September 3.

C. E. Barnes installed permanent agent at Eram, Okla., September 3.

Lon Richards installed freight ticket agent at Netherlands, Mo., vice M. R. Rice, ticket agent only, effective September 5, the date of the establishment of a freight agency there.

J. H. Camp installed permanent agent at Patterson, Kans., Sept. 3.

E. E. Collipriest installed permanent agent at Ste. Genevieve, Mo., Sept. 3.

J. F. Geiger installed permanent agent at Sherwin, Kans., September 3.

New Methods of Claim Prevention

As Discussed by MR. C. F. SMITH, Traveling Claim Adjuster

WHEN asked to write an article on claim prevention, I thought it would be easy to set down some of the things I had encountered in seventeen years of claim work.

Fifteen years ago claim prevention was practically unknown. No one ever made any efforts towards eliminating this waste. It was taken as an every-day, matter-of-fact bit of railroading. In the memory of the oldest employee, there had always been claims, ergo, there always would be. Claims were like the poor—always with us, and had to be put up with and taken care of in some manner.

My first experience with claim prevention was disheartening and discouraging. In my allotment of claims I found one for the loss of a fifty gallon barrel of syrup. Investigation developed the barrel had reached its destination leaking slightly, and that the agent had placed it in his warehouse with the leak down, which allowed entire contents to leak out. This was such an act of carelessness that I thought he deserved a reprimand. I wrote and asked him why he hadn't used a little judgment. He recovered the barrel, or up-ended it to save the remaining contents. He turned up one corner of my letter and answered it thus: "How much judgment do you expect for \$40.00 a month?" Needless to say I let the matter drop.

We have progressed far since that day. We no more have employees whose judgment is limited by \$40.00 a month. An employee of that calibre could not advance very far in the railroad world today. Present day employees not only display excellent judgment, but they are on the lookout for ways and means of protecting property. They have furnished valuable hints and suggestions that have in a large measure been responsible for the splendid claim reductions of the last few years. I never see an agent or platform man who doesn't tell me of some condition needing correction. They frequently tell of certain shippers who are chronic in their failures in packing, marking, loading, etc. These men sometimes get the impression we do not handle these cases. This is a misunderstanding; we do handle them, but we seldom get one hundred per cent results.

In handling with patrons we are nearly always at a disadvantage. In the first place, if there is a claim they have a grievance against us and are not in a frame of mind to

look with favor upon our suggestions. In the second place, we cannot bring pressure to bear. It is therefore necessary to be diplomatic and careful in our dealings with them, and this is the reason we so frequently ask our local agents and traffic representatives to handle some of these cases. If the offenders are good patrons we reason our local representatives are familiar with them and can no doubt handle to better advantage than a representative of this department, who would be a total stranger, or, at best, an infrequent visitor. We also occasionally ask other agencies, such as the Western Weighing and Inspection Bureau, to help us. Claim prevention that necessitates handling with shippers and consignees is the most difficult of any we now have to contend with. We handle our own and foreign line cases of negligence with little or no difficulty; we also adjust the claims with very little complaint; but we do have serious difficulty in trying to get some shippers to change their methods and co-operate with us.

In this day it is almost impossible to tell our employees anything new about claim prevention. They are all familiar with the things that cause loss and damage to freight. However, there is one thing that causes unnecessary claim payments, and that is inadequate and unreliable records. This is especially true of claims in which connecting lines are involved. We might handle every shipment perfectly, but it would all go for naught if we did not have dependable records by which we could prove it.

Absence of seal records, erroneous seal records, failure to maintain inspection records of cars, failure to record notices to consignees, failure to maintain ventilation records, etc.; these things bring us into claim payments where frequently we are satisfied our handling was perfect.

The interline settlement of claim (allotment between the various carriers), has become a highly technical procedure. Very few employees understand all the ins and outs of this phase of claim work. These settlements all depend upon rules that carry definite penalties for failure to do certain things and failure to maintain records of these things. This is particularly true of records of seals, car inspections, ventilation, icing, heating, O. S. & D. and D. R. reports, etc. As an illustration, let us take a part of rule 164 pertaining

ATTENTION, DOCS!

Members of the Frisco Medical Association will hold their annual convention in the Mayo Hotel at Tulsa, Oklahoma, October 21-22, according to announcements mailed September 15, by Dr. Robert Vinyard of St. Louis, secretary of the association. Besides a formidable array of technical discussions and medical treatises which will come before the convention, the annual banquet and "fun" session will be held in the ballroom of the Mayo the first evening. Dr. W. Albert Cook of Tulsa, is president of the association. Two hundred Frisco doctors are expected to attend, according to Dr. Ross A. Woolsey, chief surgeon of Frisco Lines.

to heating cars of perishable freight. We find heaters must be lit as follows:

Celery—5 below zero to 10 below zero.

Citrus Fruit—5 above to zero.

Apples, Pears, Cranberries, Onions—10 above zero to 5 above zero.

Potatoes—20 above zero to 15 above zero.

All other perishable commodities—15 above zero to 10 above zero.

If we have a car of apples in heater territory and fail to light a heater when the temperature drops to between 10 and 5 above zero, we are negligent. Likewise if we do this and have not a dependable record of it, we are negligent. But that is not all; the rule provides for extinguishing fires as follows:

Celery—5 below to zero.

Citrus Fruit—5 above zero to 10 above zero.

Apples, Pears, Cranberries, Onions—10 above zero to 15 above zero.

Potatoes—20 above zero to 25 above zero.

All other perishable commodities—15 above zero to 20 above zero.

If we heat our apples and keep a proper record, but allow heaters to be extinguished below 10 degrees, or allow them to burn above 15 degrees, or fail to keep a record of a proper performance, we are negligent and must assume part of the payment.

There are really only two rules for preventing claims. First, handle the shipment properly. Second, keep a dependable record of this handling. When that is done in every case, I'll open a hot-dog stand or filling station, as the days of the claim department will be over.

FREIGHT ERRORS DECREASE

With sixty-seven fewer errors than July, August had the lowest number of errors in the handling of freight of any month this year, it was announced September 10 by J. L. McCormack, Springfield, Mo., superintendent of freight loss and damage claims. The errors for August were 318, as compared with 385 errors made in July.

Errorless handling of freight was achieved by five stations: Jonesboro, Ark., Okmulgee and Muskogee, Okla., and Ft. Scott and Pittsburg, Kans., all of group three. Because of this tie, each of these stations is entitled to keep the group three pennant five or six days during September. In group one, Springfield, Mo., had the best record and takes the group one pennant from Tulsa, Okla., where it has been for the past eight months. Birmingham, Ala., had the fewest errors in group two and will hold the pennant of that group during September. This pennant has been at Hugo, Okla., for the past month.

"The situation as a whole is very gratifying," says Mr. McCormack, "and all concerned will, no doubt, be interested as well as encouraged by the information."

WILL BOWL AT SPRINGFIELD

Bowling schedules have just been printed covering the Springfield, Mo. Bowling Association and twelve teams from Frisco Lines at Springfield have been entered in the league.

The Frisco bowlers will bowl on Thursday nights, beginning September 5, and ending April 24.

The teams so far organized are, St. Louisans, Sunnysland, Southwest Limited, The Governor, Chadwick Limited, Texas Special, Bluebonnet, Ozark Limited, Oil Field Special, Kansas City Florida Special, Meteor, and Memphian.

G. J. Williams is president of the Frisco league, P. P. Peterson, vice-president and Howard Pickens, secretary-treasurer.

IS THIS OLDEST TICKET?

J. A. Barrows, former Frisco employe now residing at 328 Harwood avenue, Lebanon, Mo., claims to have in his possession the oldest unused Frisco railroad ticket in existence.

Mr. Barrows' father bought the ticket on November 2, 1889, for one of his sons to use between Stoutland and Lebanon and either the son did not use it or the conductor failed to take it up, Mr. Barrows does not know.

J. A. Barrows was employed by the Frisco as a brakeman out of Ft. Smith.

Splendid Track on Eastern Division



The splendid condition of the track at the east end of the Valley Park, Mo. yard is shown in this picture. The two bridges are across the Grand Glaize Creek. Lake Hill Park is in the background.

"OCTOBER IN THE OZARKS"

By Mrs. W. D. PRICE, wife of
Stock Clerk, Springfield, Mo.

It's October in the Ozarks

And the sky is brightest blue,
The many trees are decked out
In their very gayest hue.

The maple flaunts her flaming red,
The hickory's turned to gold
And all the oaks wear different shades
Beautiful to behold.

I pack my lunch, don hiking togs
And whistle to the pup,
And we are well upon our way
Before the sun is up.

For oh, today we're going to roam,
Far from the city's din;
Far from the motor's noisy whirr
And rattling of "tin".

Out where the walnut's pungent smell
Is mingled with the breeze,
And squirrels frisk in gay content
Among the leafy trees.

We're going to eat our little "snack",
Beside a bubbling stream,
And sit down on a mossy bank,
In solitude and dream.

And oh, the blissful peacefulness,
From all the world apart!
It's October in the Ozarks,
And there's gladness in my heart.

FARMER PREVENTS WRECK

The old adage that a railroad man never loses his interest in railroading, no matter what other occupation he enters, has been proven again this time to the great benefit of Frisco Lines.

Several years ago H. F. Bemis, an Illinois Central railroad conductor retired from railroading and bought a farm between Ashley and Severy, Kan., near Frisco Lines' milepost 433. His farmhouse was only a few rods from the Frisco's tracks, and the sight of the "iron horse" and loaded trains in a constant procession almost past his front door, suited Farmer Bemis well.

On the night of July 22, fast freight 332 roared past his home. Former railroader Bemis heard what he thought was a most unusual noise and the rumble of the train faded into the distance. He left his house, looked at the track and found a broken rail. Jumping into his motor car Mr. Bemis raced to Severy and reported the rail, then drove home to protect the break and stop freight train No. 335 before it reached the spot. One time before Mr. Bemis saved what would have been a bad accident by discovering and reporting slipping timbers and a broken switch stand.

On August 14, assistant general manager M. M. Sisson wrote Farmer Bemis, thanking him for his action.

VALUATION—WHAT IS IT?

MARIE A. CONE, Stenographer

Years and years ago, maybe as many as ten, the L. C. C. Field Party, composed of many men, went on a little trip all over the Frisco's Line, and took an Inventory of every rock and pine, and every spike and nail and every grain of sand, and every old steam engine and every lot of land, and every bridge and culvert and every passenger car, and even the shoulder ballast, and priced all of it at par. And then they told the Frisco, in accents loud and strong, we know we're right, we know it, and you can't prove us wrong. This argument once started, it seems will never end. For the Frisco produced Exhibits based on fact, on notes and trend, about the Cost of Reproduction New, the team or train haul claim, the common, loose and solid rock; the price remains the same, the land appraisers' estimates, the material yard expense, the grain elevators, rolling stock, the land sales and the rents, the Ozark Uplift unit prices, the Depreciation Cost, the Construction Program question, and how much waste is lost, the total hard pan yardage and a lot of General Stuff, the excess excavation, but this was not enough, so they figured the one and two way basis, the shoulder ballast plane, the loose rock slide borrow, the side tracks and the main, the Harvey Eating Houses, the Additions and Betterments Account, the track laying and surfacing, in detail and total amount. Then when the Bureau saw these claims come pouring in, they began to squirm and wiggle as if stuck with a pin, then made a call for evidence, for offer of proof and facts, but the Frisco came right back and said this play don't have three acts, this is a Valuation Hearing and we can prove we're right, we made twenty thousand pages of record, most of it at night. The Bureau's final answer was in words compared to these, The humble bees went South this Spring and flew with poise and ease, which makes the hard pan softer and duplicates your claim, so our Engineers can testify; their knowledge is known to fame,

A Rose by Any Other Name-----!"

A BULLETIN issued by the Bureau of Explosives at New York City entitled "Care of Explosives", contains valuable information in the care and handling of these dangerous commodities while enroute over the various railroads.

One article, "A Rose by Any Other Name" is a discourse on the dangers of handling Hydrogen Sulphide Gas.

The article reads as follows:

"The title of the tale that follows was suggested by the manner in which the case was reported, and if, after reading this little story, you will just quote the rest of the proverb, you'll see that no matter how limited may be one's knowledge of a dangerous article, said article seldom proves a stickler for the conventions of a formal introduction. If anything goes wrong, the d. a. will act according to its nature without regard to politeness or kindly feelings. There can be no doubt though, that if you are properly introduced in advance, you can go a lot further in protecting yourself against whatever tricks may be in the repertoire of the article you may be handling. A small child, meeting a wild cat, might not be afraid of the 'kitty'; but the said feline couldn't be trusted not to treat the child carelessly, to say the least."

"Well then, know all men by these presents, that a compressed gas cylinder had arrived at an express platform, and had been laid down on a bale of something else. In this position it was comfortable and fairly safe, but presently someone needed to move that bale; so he lifted off the cylinder and stood it up on end while he went ahead with his work. Now, gas cylinders have, most of them, more or less flat bottoms, wherefore they can be made to stand upright. However, such a cylinder is tall and heavy, and the base is apt to be smaller in area than a football field; consequently you won't be surprised when we say that it wasn't so very long before some bump or jar tipped the cylinder over. The protecting cap over the valve was knocked flying, the valve itself immediately gave up the ghost, and the gas began pouring out, unsavory both in odor and disposition. The two express clerks who were nearest quickly took the count, and had to be carried out of the ring. Among those

present was a considerable shipment of small livestock—guinea pigs, rabbits, and what not. The casualty list among these poor beasties makes us think of that old one about the shoe factory fire where 1,000 soles were lost.

"The case was reported promptly, the report containing the edifying information that the cylinder contained 'Liquid Hydro Sulph.' This statement was true as far as it went, which was not nearly far enough. The two clerks were taken to the hospital, where the doctors were told that the men had been overcome by 'liquid hydro sulph.' The poor medicos were stumped for awhile as to what sort of ailment they had to treat. They got around it somehow; but a lot of trouble would have been saved if somebody's passion for abbreviation hadn't thrown a veil of mystery over the simple fact that the cylinder contained liquefied Hydrogen sulphide gas.

"Now, you may or may not have heard that name before, but you have made the acquaintance of the gas, at least on a small scale, for this gas is what gives that peculiarly unfriendly 'bouquet' to an ancient, fatigued egg. It is unnecessary to be an actor to have had experience with over-ripe 'hen fruit'; such experience alone would suggest the advisability of assisting a shipment of the gas to remain securely inside the cylinder.

"Therefore and consequently, even though subsequent inspection showed that both cap and valve on the cylinder were defective, and therefore easily damaged, the disadvantages of knocking the cylinder over need no further argument. Along the same line, the cylinder couldn't have been knocked over if it hadn't been stood upright! It didn't deliberately climb up of its own accord, did it?

"One of the surest things in this world is the fact that a compressed gas cylinder is many per cent safer lying down than standing up. What if the law does require that the cap be strong enough to protect the valve in just such a case? Just because an automatic pistol is equipped with a safety catch, its an unhealthy pastime to squint down into the muzzle. A lot of white marble has been carved in proof of that!"

So they fought the battle back and forth with rebuttal and direct, And cross-examined day by day, till the lawyers were a wreck.

Now that the war is over and the Hearing is history, Did the Frisco win? We wonder. It's still a mystery.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

From Office of Fuel Agent

THE third month of the special summer fuel drive has just been completed and the results are very gratifying indeed, since during the month of August we made a decrease in freight service of 7.45 per cent in unit fuel consumption as compared with the month of August, 1928. The month of August ended with the same performance as we had in July, or 149 pounds per 1,000 gross ton miles. We had hoped to get below the July consumption but even in holding our own we did better than August compared to July last year when the performance went up 2 pounds.

All the divisions, with the exception of one, made a reduction in fuel performance in freight service during August, the decreases ranging from 2.05 per cent to 17.33 per cent, the Southwestern and Western divisions having the largest decreases of 17.33 per cent and 12.57 per cent respectively.

In passenger service there was a slight increase in the pounds per passenger car mile August this year over August last year, the increase being .3 of a pound per passenger car mile, the average cars per train decreasing from 6.95 to 6.90, the Western division making the best comparative performance, decreasing from 19.6 pounds per passenger car mile August, 1928, to 18.4 pounds per passenger car mile in August, 1929, or 6.12 per cent.

In switch service the pounds per switch locomotive mile for the system was 132 as compared to 127 pounds in August, 1928, or an increase of 3.94 per cent. This is the same ratio of increase which we had in July this year as compared to July last year. However, there were some divisions which made a very nice showing in switch service, the River division particularly with a performance of 102 pounds per switch locomotive mile this year as compared to 130 pounds August last year, a decrease of 21.5 per cent. The Southwestern division also had a nice decrease from 115 pounds August last year to 103 pounds August this year or 10.43 per cent.

Believe it is safe to say that the drive for the past few months in fuel consumption has been directed more towards securing a reduction of fuel consumption in freight service than passenger and switch, which is

certainly reflected in the showing of the three classes of service.

This is mentioned merely to show there is considerable room for further reduction, particularly in the passenger and switch services, if everyone gets in behind these two services as they have been behind the freight service, not letting up of course on the latter.

Shown below are a few of the trips on which good performances were made, all of which helped to make the good showing in August. This should not be construed as meaning that the following runs were the only good runs during the month nor in every case are they the best, but they are the best performances which have been called to our attention and whenever there is a particularly good performance made the information would be appreciated by the Fuel Agent's office in order that it can be published in the following month's issue of the *Magazine*.

EASTERN DIVISION

Rolla Sub: Engineer J. E. MORRISON, fireman W. O. DOUGHERTY, extra west, Gratiot to Stanton, August 7, engine 34, handled 112,724 gross ton miles, burned 10 tons of coal, performance 176 pounds per thousand gross ton miles.

Engineer C. E. RAY, fireman J. R. THOMAS, train No. 1, St. Louis to Newburg, August 7, engine 1516, handled 1,560 car miles, burned 1,138 gallons oil, performance .73 gallons per passenger car mile.

Engineer SIDERS, fireman TEAK, train No. 9, St. Louis to Newburg, August 19, engine 1517, handled 1,680 car miles, burned 1,002 gallons oil, performance .59 gallons per passenger car mile.

Lebanon Sub: Engineer HENDRIX, fireman DEBO, train No. 9, Newburg to Springfield, August 16, engine 1519, handled 16 cars in train, burned 1,102 gallons oil, performance .57 gallons per passenger car mile.

Engineer O. N. MORTON, fireman B. C. HOLT, train 2/33, Newburg to Lebanon, August 13, engine 48, handled 58 cars in train, 1,758 gross tons, burned 10 tons of coal handling 112,754 gross ton miles, a performance of 176 pounds per 1,000 gross ton miles. This is a very good performance for westbound movement.

Springfield Sub: Engineer H. J.

DAVIDSON, fireman ROBERT SHAW, engine 4128, extra Springfield to Monett, August 16, handled 71 cars in train, 1,100 gross ton miles, burned 5 tons of coal, performance 99 pounds per gross ton miles.

Engineer A. E. CANARY, fireman C. A. YEAGER, train No. 38, 35, Monett to Springfield, August 16, handled 3,548 tons 11 miles and 11 tons coal, performance 135 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Memphis Sub: Engineer J. H. DLESTON, fireman J. H. HALL, train 135, Jonesboro to Memphis, August 30, engine 4138, handled 250 gross ton miles, burned 6 tons of coal, performance 77 pounds per gross ton miles.

Engineer J. BUSHNELL, fireman R. SIGLER, train 136, Memphis to Jonesboro, August 29, engine 4138, handled 157,500 gross ton miles, burned 6 tons of coal, performance 76 pounds per 1,000 gross ton miles.

Engineer E. McELVANEY, fireman DAVISON, train 136, Memphis to Thayer, August 20, engine 4138, handled 432,000 gross ton miles, burned 18 tons of coal, performance 83 pounds per 1,000 gross ton miles.

Engineer BOX, fireman L. THAYER, train 131, Thayer to Memphis, August 22, engine 4133, handled 279,750 gross ton miles, burned 18 tons of coal, performance 85 pounds per 1,000 gross ton miles.

Tupelo Sub: Engineer GREEN, fireman W. RYAN, train 107, Memphis to Amory, August 2, engine 4135, handled 12 cars in train, burned 1,000 gallons oil, performance .59 gallons per passenger car mile.

Engineer K. D. DOBB, fireman WATKINS, train 135, Potts Camp to Amory, August 15, engine 4106, handled 148,050 gross ton miles, burned 7 tons of coal, performance 94 pounds per 1,000 gross ton miles.

Engineer T. SMITH, fireman HENRY, train 135, Potts Camp to Amory, August 14, engine 4120, handled 143,850 gross ton miles, burned 7 tons of coal, performance 94 pounds per 1,000 gross ton miles.

Engineer T. NOLEN, fireman LITERS, train 938, engine 4120, Amory to Potts Camp, August 14, handled 151,200 gross ton miles, burned 8 tons of coal, performance

105 pounds per 1,000 gross ton miles.
Pensacola Sub: Engineer THAMES, fireman WIMBERLY, extra south, Magnolia to Pensacola, August 18, engine 1614, handled 303,000 gross ton miles, burned 10 tons of coal, performance 66 pounds per 1,000 gross ton miles.

Engineer MARTIN, fireman LEWIS, train 939, Magnolia to Pensacola, August 19, engine 1618, handled 244,000 gross ton miles, burned 9 tons of coal, performance 73 pounds per 1,000 gross ton miles.

Engineer JACKSON, fireman ROBERTS, train 2/908, Pensacola to Magnolia, August 31, engine 1106, handled 1,064 passenger car miles, burned 6 tons of coal, performance 111 pounds per passenger car mile.

Columbus Sub: Engineer KIRCHGRABER, fireman SELLARS, train 2/908, Magnolia to Amory, September 1, engine 1106 handled 1,071 passenger car miles, burned 5 tons of coal, performance of 9.3 pounds per passenger car mile.

RIVER DIVISION

St. Louis Sub: Engineer HENRY CAMPBELL, fireman J. F. BRIGGS, train 808, Chaffee to St. Louis, August 23, engine 1019, handled 720 passenger car miles, burned 683 gallons oil, performance .94 gallons per passenger car mile, incidentally this crew made up 20 minutes lost time on the run.

Engineer J. R. JOHNSON, fireman WM. HUTCHINSON, train 802, Chaffee to St. Louis, August 13, engine 1021, handled 5 cars Chaffee to Cape Girardeau and 12 cars Cape Girardeau to St. Louis, a total of 1,637 passenger car miles, burned 1,465 gallons oil, performance .9 gallons per passenger car mile. This train was delayed 23 minutes Chaffee and Cape Girardeau, arriving St. Louis 16 minutes late.

Engineer R. S. EDWARDS, fireman GEO. S. KNOWLTON, extra north, Chaffee to St. Louis, August 5, engine 4018, handled 426,736 gross ton miles, burned 16 tons of coal, performance 75 pounds per 1,000 gross ton miles. Handled as high as 93 cars in train, was delayed two hours on road. On duty 10 hours and 25 minutes. Boiler blown out 9 minutes, grates were shaken three times and ash pan cleaned twice over the division. This same crew on July 7, handled train 838, Chaffee to St. Louis, engine 4021, handled 420,732 gross ton miles, burned 15 tons coal, performance 71 pounds per 1,000 gross ton miles.

Chaffee Sub: Engineer A. W. AUBUCHON, fireman A. H. RESER,

conductor J. S. LLOYD, engine 4029, Yale to Chaffee, July 30, handled 301,290 gross ton miles, burned 7 tons of coal, performance 46 pounds per 1,000 gross ton miles. This consumption is much better than the average and is a very commendable showing.

NORTHERN DIVISION

Kansas City Yard: Engineer B. W. CUMMINGS reports the following performance in switch service August 16, with fireman CLAUDE COFFEY, engine 3674, worked 8 hours, from 4 p. m. to 12 midnight, and used 268 scoops of coal, which is equivalent to 4,020 pounds and reflects a performance of 83 pounds per switch locomotive mile. He reports 100 per cent co-operation by switch foreman JESS WILLIAMS and switchmen BURNES and BARNEY. Engine created no black smoke and did not stop once during the time on duty.

Kansas City Sub: Engineer MILLER, fireman ROY, train 1/131, Kansas City to Ft. Scott, August 20, engine 4135, handled 207,168 gross ton miles, burned 8 tons of coal, performance 77 pounds per 1,000 gross ton miles.

Engineer McCURM, fireman KILL, train 1/131, Kansas City to Ft. Scott, August 21, engine 4133, handled 207,548 gross ton miles, burned 8 tons of coal, performance 77 pounds per 1,000 gross ton miles.

Wichita-Burton Sub: Engineer KOEHLER, fireman MALMGREN, on trains 307 and 310, Neodesha to Wichita and return August 14, engine 1006, handled 954 passenger car miles, burned 6 tons coal, performance 12.5 pounds per passenger car mile.

Engineer MONTGOMERY, fireman BIGGENSTAFF, extra west, engine 4002, August 13, Neodesha to Wichita, handled 267,083 gross ton miles, burned 17 tons coal, performance 127 pounds per 1,000 gross ton miles.

Carthage Sub: Engineer KYLER, fireman CASEY, train 309, engine 1401, August 15, Monett to Neodesha, handled 625 passenger car miles, burned 3 tons coal, performance 9.5 pounds per passenger car mile.

Engineer HINDS, fireman ANDERSON, train 335, engine 4022, August 15, Monett to Neodesha, handled 219,465 gross ton miles, burned 12 tons coal, performance 109 pounds per 1,000 gross ton miles. Delayed at Carl Junction 30 minutes setting out and filling and 25 minutes filling at Columbus.

Ash Grove Sub: Engineer MORTON, fireman BEAL, train 106, Springfield to Ft. Scott, August 7, engine 1521, handled 936 passenger car

miles, burned 531 gallons oil, performance .56 gallons per passenger car mile.

Engineer NELSON, fireman HORNBACK, extra train, Springfield to Ft. Scott, August 21, engine 4130, handled 91,522 gross ton miles, burned 4 tons of coal, performance 87 pounds per 1,000 gross ton miles.

Engineer KELLS, fireman MUL-LANE, extra train, Springfield to Ft. Scott, August 29, engine 4136, handled 167,735 gross ton miles, burned 8 tons of coal, performance 95 pounds per gross ton miles.

Engineer PHELPS, fireman BROTHERTON, train 136, Springfield to Ft. Scott, August 30, engine 4102, handled 192,816 gross ton miles, burned 6 tons of coal, performance 62 pounds per 1,000 gross ton miles, on duty 4 hours.

Afton-Parsons Sub: Engineer DIXON, fireman FLETCHER, extra train Afton to Ft. Scott, August 30, engine 4108, handled 243,408 gross ton miles, burned 6 tons of coal, performance 49 pounds per 1,000 gross ton miles. This is an exceptionally good performance.

Engineer BAXTER, fireman NELSON, extra train, Afton to Ft. Scott, August 31, engine 4131, handled 284,416 gross ton miles, burned 10 tons of coal, performance 70 pounds per 1,000 gross ton miles.

Engineer LANE, fireman NELSON, train 1/138, Afton to Ft. Scott, August 23, engine 4120, handled 380,383 gross ton miles, burned 14 tons of coal, performance 74 pounds per 1,000 gross ton miles.

Engineer KIRKPATRICK, fireman SHARP, extra train, Afton to Ft. Scott, August 21, engine 4100, handled 372,471 gross ton miles, burned 14 tons coal, performance 75 pounds per 1,000 gross ton miles.

Engineer STOUT, fireman DAVIS, train 3/132, Afton to Ft. Scott, August 20, engine 4123, handled 269,509 gross ton miles, burned 11 tons of coal, performance 82 pounds per 1,000 gross ton miles.

Engineer CONRAD, fireman WILIARD, extra train, engine 4019, August 28, Afton to Ft. Scott, handled 244,408 gross ton miles, burned 10 tons of coal, performance 82 pounds per 1,000 gross ton mile.

Engineer KIRKPATRICK, fireman SHARP, train 2/138, engine 4007, August 23, Afton to Ft. Scott, handled 239,892 gross ton miles, burned 10 tons of coal, performance 83 pounds per 1,000 gross ton miles.

SOUTHWESTERN DIVISION

Tulsa Terminal: Engineer J. C. BURNETT, fireman JOHN RHEN-
(Now turn to Page 22, please)

FUEL RECORDS

(Continued from Page 21)

ARD, engine 3801, August 1, worked an 8-hour shift, consumed 338 gallons oil which is an average of 7 gallons per switch locomotive mile. This is a very good performance due partly to light work and close co-operation by crew.

Engineer J. ALLRED, fireman RYKER, engine 3803, August 2, worked 8 hours, burned 396 gallons oil, performance 8.2 gallons per switch locomotive mile.

Engineer T. CLAYTON, fireman LEDBETTER, engine 1213, August 2, worked 8 hours, burned 421 gallons oil, performance 8.7 gallons per switch locomotive mile.

Cherokee Sub: Engineer O. L. WOLFE, fireman E. VINSON, engine 4156, train extra west, August 12, Monett to Afton, handled 80,355 gross ton miles, burned 4 tons coal, performance 100 pounds per 1,000 gross ton miles.

Engineer D. WORTMAN, fireman R. SWIFT, train 439, engine 4122, August 13, Afton to West Tulsa, handled 174,720 gross ton miles, burned 1,109 gallons oil, performance 6.3 gallons per 1,000 gross ton miles. This is a very good performance for westbound movement.

Engineer J. L. RENO, fireman R. ROY, extra west, engine 4119, August 19, handled 319,030 gross ton miles, Monett to West Tulsa, burned 1,511 gallons oil, performance 4.7 gallons per 1,000 gross ton miles. This is remarkably good performance through train and close co-operation on part of crew.

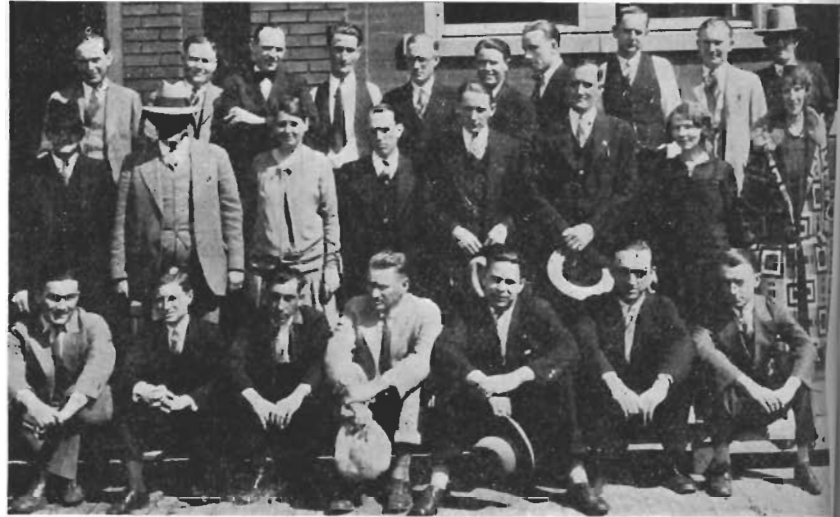
Creek Sub: Engineer C. CONWAY, fireman W. D. WHITE, local train 541, engine 1335, August 8, Tulsa to Henryetta, handled 62,915 gross ton miles, burned 940 gallons oil, performance 15.1 gallons per 1,000 gross ton miles.

Sherman Sub: Engineer C. MATLOCK, fireman TRICE, extra south, engine 4151, August 6, Francis to Madill, handled 155,668 gross ton miles, burned 1,109 gallons oil, performance 7.1 gallons per 1,000 gross ton miles.

CENTRAL DIVISION

Ft. Smith Sub: Engineer J. S. HOGAN, fireman ELMER BALLEE, extra, engine 1342, August 19, Ft. Smith to Monett, handled 181,552 gross ton miles, burned 8 tons of coal, performance 88 pounds per 1,000 gross ton miles.

Engineer C. I. WOMACK, fireman E. G. COPELAND, train 1/734, engine 1279, August 19, Ft. Smith to Monett, handled 160,623 gross ton miles,



On a warm day in September, the employees of the freight office at Tulsa posed for this photograph.

They are, reading from left to right, seated: Allen Lewis, O. S. & C. clerk; Arthur F. Miller, cashier; Elmo B. Hebert, assistant chief clerk to agent; Ralph L. Kerns, counter clerk; George Kyger, report clerk; Ralph Morris, bill clerk; and Earl Brown, chief bill clerk.

Second row: Wm. H. Holmes, D. R. clerk; O. L. Young, superintendent Tulsa terminal; Mary C. Jenkins, expense clerk; W. E. Rust, chief clerk to agent; Ralph Bryant, traveling demurrage supervisor of Springfield; Clark H. Hensley, agent, Tulsa; Goldie Workman, tonnage clerk and Irene Doling, secretary to agent.

Top row: Elza Johnson, chief claim clerk; George Kerns, demurrage clerk; Herman Bolen, diversion clerk; Ford Hufford, cash book writer; Claude Johnson, claim clerk; Maynard Woodcock, record filer; Kenneth Yarbrough, stenographer-clerk; W. A. Bryant, rate clerk; Vernon McDonald, office boy and George H. Jones, switching clerk.

burned 10 tons of coal, performance 125 pounds per 1,000 gross ton miles.

Engineer HOGAN, fireman ELMER BALLEE, engine 1327, July 21, Ft. Smith to Monett, handled 180,766 gross ton miles, burned 8 tons coal, performance 89 pounds per 1,000 gross ton miles.

Arthur Sub: Engineer C. G. BROCCCHUS, fireman G. C. MYRICK, extra south, engine 1400, July 12, Ft. Smith to Paris, handled 162,349 gross ton miles, burned 6 tons coal, performance 75 pounds per 1,000 gross ton miles. Same crew on August 19, train 1/735, engine 718, Ft. Smith to Hugo handled 122,602 gross ton miles, burned 8 tons coal, performance 130 pounds per 1,000 gross ton miles.

Engineer P. YAW, fireman J. W. TAYLOR, train 2/734, engine 708, August 19, Paris to Ft. Smith, handled 171,924 gross ton miles, burned 10 tons of coal, performance 116 pounds per 1,000 gross ton miles.

A&A Sub: Engineer C. D. MILLER, fireman C. H. TRENT, train 736, engine 1252, August 8, Hugo to Hope, handled 199,791 gross ton miles, burned 6 tons coal, perform-

ance 60 pounds per 1,000 gross ton miles.

WESTERN DIVISION

Perry Sub: Engineer MacFARLINE, fireman L. R. HALL, engine 1329, August 23, Enid to West Tulsa, handled 262,032 gross ton miles, burned 1,655 gallons oil, performance 6.3 gallons per 1,000 gross ton miles.

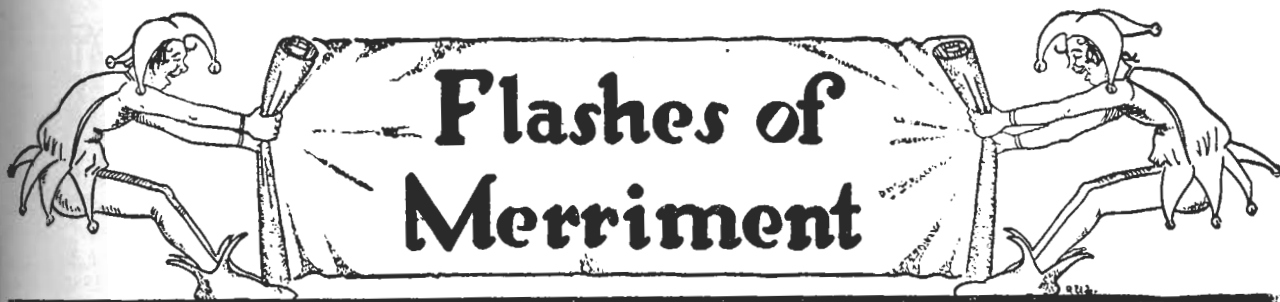
Engineer C. A. HARLEY, fireman G. W. BISHOP, engine 1325, August 22, Enid to West Tulsa, handled 232,911 gross ton miles, burned 1,644 gallons oil, performance 6.5 gallons per 1,000 gross ton miles.

Engineer I. W. SCUDDER, fireman W. W. WEBSTER, train 610, engine 1104, September 1, Enid to Tulsa, handled 850 passenger car miles, burned 782 gallons oil, performance .92 gallon per passenger car mile.

Weak on the Offense

Wife: On your way home from the office, will you call at a department store?

Husband: If I must, but I positively will not attend one of those scrimmage sales.



Fashion Note

There will be little change in the trouser pocket this year.

What To Do

"My wife says I talk in my sleep, doctor, what should I do?"
"Nothing you shouldn't."

Be Pachunt

"Dear Sir: I got your bill what I owe you. I ain't forgot you, please wate. When some other fools pay me I pay you. If this wuz judgment day and you wuz no more prepared to meet yur maker as I am this account you sure would go to hell. Hoping you will do this, I remain your very truly."

Ain't It So

Little beams of moonshine
Little hugs and kisses,
Make the pretty maiden
Change her name to Mrs.

He and She

"Then we're engaged."
"Of course."
"And you say I'm the first girl you ever loved?"
"No—but I'm harder to please now than I used to be."

Knew the Commands

She was only a drill sergeant's daughter, but she knew when to call a halt.

On a Short Trip

"They say he's wandering in his mind."
"Well, don't worry, he wont go far."

The Rest

Teacher: "Tell me, Johnny, why you put a hyphen in bird-cage?"
Johnny: "That's for the bird to sit on."

No Kiddin'

"Where were you born?"
"In a hospital."
"Honest? What was the matter with you?"

Frank and Earnest

A modern young man kissed a beautiful girl.

"I'll be frank with you," he said, after the embrace was over. "You're not the first girl I've kissed by a long shot."

She lit a cigarette.

"I'll be equally frank with you," she said. "You've got a great deal to learn, even at that!"

Triangles

The eternal triangle doesn't worry the young father half as much as the flannel one.

—Purple Parrot.

And So On—

"Why didn't you shave?"
"I did."
"When?"
"Just after you said you were nearly ready."

Sometimes

"Mother I never see any pictures of angels with whiskers. Do men go to Heaven?"
"Well, some men go to Heaven, dear, but they get there by a close shave."

If You Believe in Signs

Sign in bathroom in the corner boarding house:

PLEASE CLEAN TUB
AFTER BATHING
LANDLADY

Which One

"I can't make this letter out," said the business man to his secretary. "I don't know whether it is from my tailor or my lawyer, both named Smith."

The letter read—"I have begun your suit. Ready to be tried on Thursday. Smith."

Zat So?

"When I was in China I saw a woman hanging from a tree."
"Shanghai?"
"Oh about six feet."

Not Enthusiastic

Golfer to Caddie: "Notice any improvement since last year?"

Caddie: "Had your clubs shined up, haven't you?"

Not So Good

A chorus girl, deliciously pretty but decidedly low-brow somehow found herself at a very select party given by a famous society woman. The girl, lonely and uncomfortable, was leaning against the wall, framed against the dark oak, when the hostess took pity on her.

"My dear," she said, "You look just like an old Rembrandt."

"Well," retorted the damsel sharply, "you don't look too darned snappy yourself!"

Nobody Returned

"You're sure one bottle will cure a cold?"

"It must, sir. Nobody ever came back for a second bottle."

A New Slant

As a well-known landlady once remarked, "Go, and never darken my bathtub again."

That's Right

Student: "What happens, sir, if the parachute fails to open?"

Tough Sarge: "You come back, sonny, and I'll give you another one."

A Railroad Joke

"It's getting so a couple can't neck in public any more without being stared at."

"The boy friend and I have solved that problem. We take a suitcase and go down to the Union station."

Saloons can never come back to their place on every corner until they dislodge the gas stations therefrom.

He: You know I am going to be married tonight?

She: Well, what of it?

He: Woman, don't take it so nonchalantly. Don't you realize that if I get married tonight thirty girls go back into circulation in the morning!

The Pension Roll

SYDNEY PORTER TOBIAS, wheel inspector, mechanical department, Springfield, Mo., was retired on July 31, 1929, due to his having reached the age limit July 16, 1929. He was born at Circleville, Ohio, July 16, 1859, and was educated in the schools near his home. He remained on the farm during the greater part of his life and on October 8, 1901, took the position of wheel inspector for Frisco Lines at Springfield, where he has remained. On February 5, 1895, he was married to Miss Ida M. Parker of Springfield. Mr. and Mrs. Tobias have no children. They reside at 2634 North Grant street, Springfield. Continuous service of 27 years and 10 months entitles him to a pension allowance of \$49.75 a month, effective from August 1, 1929.

FAYETTE ALMON WOODWARD, locomotive engineer, Northern division, was retired June 30, 1929, due to his having reached the age limit on June 8, 1929. He was born at Keene, N. H., June 8, 1859, and attended the schools near his home where his father was employed as a sash and door maker and carpenter. He assisted his father until the age of 18, when he started firing on the CM&StP. He was later employed as fireman and hostler on the Northern Pacific railroad. He entered Frisco service in December, 1883, hostling and running a switch engine at Kansas City and was later promoted to the position of engineer where he has continued to serve until his retirement. On November 18, 1889, he was married to Mrs. M. C. Tinges of Galena, Kans., who is now deceased. They had no children. Mr. Woodward resides at 4012 Main street, Kansas City, Mo. Continuous service of 23 years and 1 month entitles him to a pension allowance of \$55.35 a month, effective from July 1, 1929.



F. A. WOODWARD

Five Frisco Lines veteran employees, with combined service of 128 years and 8 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held August 13, 1929, at the St. Louis office.

JAMES FRANKLIN SUMMEY, B&B foreman, Central division, was retired from active service June 30, 1929, due to his having reached the age limit, June 1.



J. F. SUMMEY

He was born June 1, 1859, at Brightwater, Ark., and attended the schools near Pea Ridge, Ark. At the age of 22 years he was employed as laborer on the Brightwater bridge in 1881. He served in various capacities and in 1906 was promoted to the position of B&B foreman at Joplin, Mo. On June 8, 1877, he was married to Miss Mary Francis Baker of Cassville, Mo., and to them were born three boys and five girls. The five youngest children are living. Mr. and Mrs. Summey reside at Westville, Okla. Continuous service of 20 years and 3 months entitles him to a pension allowance of \$29.40, effective from July, 1929.

GEORGE ALBERT BIENERT, transfer and labor foreman, Chaffee, Mo., was retired from active service May 9, 1929, due to total disability. He was 69 years of age, born November 19, 1860, near Bellville, Canada. His father was a farmer, and he helped with the farm work and attended schools near Pleasant Hill, Mo., after the family had moved to the United States in 1867. He worked in a rock quarry making stone ballast for the KCM&B Line near Williford, Ark., also was employed by the Denison Stone & Gravel Co. and a quarry operated by the Cotton Belt before coming to Frisco Lines at Chaffee, Mo., in the capacity of attendant in the store room and oil house. He held the positions of labor foreman, truckman, car carpenter, car foreman, car wheeler, interchange inspector and

his final position, transfer and labor foreman. On August 14, 1882, he was married to Elizabeth Agnes Myers of Pleasant Hill, Mo., and to them were born two sons, both employed by Frisco Lines. Mr. and Mrs. Bienert reside at 418 S. Main street, Chaffee, Mo. Continuous service of 20 years and 5 months entitles him to a pension allowance of \$26.15, effective from July 1, 1929.

JAMES DEEL, crossing watchman, Pittsburg, Kans., was retired from active service July 31, 1929, due to his having reached the age limit July 24, 1929. He was born July 24, 1859, at Bridgetown, Ill.



JAS. DEEL

He also served as bridge watchman at Ash Grove, Mo., and was then transferred to the position of crossing watchman at Pittsburg, Kans. In 1884 he was married to Miss Linlet Williams and to them were born three daughters. Mr. and Mrs. Deel reside at Lacygne, Kans. Continuous service of 19 years and 1 month entitles him to a pension allowance of \$20.00 a month, effective from August 1, 1929.

AARON HENRY KEITH, pumpman at Neely's Mo., was retired from active service July 31, 1929, due to his having reached the age limit July 20, 1929. He was born July 20, 1859, at Anna, Ill., and educated in the schools near his home. At the age of 43 he accepted his first Frisco position, that of plow driver foreman at Clarkton, Mo. His last position was that of pumpman at



A. H. KEITH

Neely's, Mo. He was married to Miss Mary Ellen Hall of Williamsville, Mo., (date not given) and to them were born four boys and five girls. Mr. and Mrs. Keith reside at Neely's Landing, Mo. Continuous service of 17 years and 6 months entitles him to a pension allowance of \$20.00 a month, effective from August 1, 1929.

In Memoriam

ALBERT B. LEWIS

ALBERT B. LEWIS, roadmaster, Southwestern division, died August 10, 1929, in Baylor hospital, San Antonio, Texas, of acute appendicitis. He was employed on the Southwestern division as section foreman and roadmaster for Frisco Lines for the past 24 years. On June 9, 1893, he was married to Emma Dowler of Afton, Okla., and to them were born nine children. Four daughters survive. He was a member of Masonic Lodge No. 53 at Claremore, Okla. He was buried in Rosedale cemetery at Ada, Okla.

FRANCIS GEORGE STEINGRANDT

FRANCIS GEORGE STEINGRANDT, pensioned gardener, died at Springfield on August 29. He was born September 9, 1848, at St. Louis, and entered the service as a laborer in the store department at Springfield, September, 1901. He served as clerk, foreman, storekeeper and finally as gardener at the reclamation plant until his retirement August 31, 1919, which was due to his having reached the age limit. His pension allowance was \$20.00 a month and up to the time of his death he had received a total of \$2,380.00.

E. E. HECKEL

E. E. HECKEL, of the traffic department, died of heart disease at his home at 4406a Alaska Avenue, St. Louis, Mo. He was born in St. Louis, July 15, 1903, entering the employ of the Frisco Lines April 1, 1919, and was married October 20, 1926. He was a talented musician and a member of the Frisco Bowling League. His widow and one child, nine months old, survive him.

The traffic department was represented at the funeral, held at St. Hedwig's Catholic Church, August 26, by A. A. Rothenheber and A. A. Polley, who acted as pallbearers.

THOMAS JACKSON JONES

THOMAS JACKSON JONES, pensioned airbrake foreman, died at his home in Kansas City on September 3. He was born June 10, 1846,

For Meritorious Service

RIVER DIVISION

Superintendent J. A. Moran reports the following cases of meritorious service:

Fred Drew, section foreman, Naylor, Mo., rendered claim agent valuable assistance in several lawsuits for alleged crop damage by hogs. Fifteen merits.

A. B. Carlock, agent-operator, Gravois, notified 801 that brake rod was down. Ten merits.

L. M. DeBerry, conductor, was given a letter of commendation for alertness in taking signal from Frank Green, extra gang foreman, Train 838, when brake beam was down and dragging.

T. M. Stokely, conductor, E. S. Burgess, H. E. Montgomery, and E. W. Watts, brakemen, repaired coupler south 16990, Train 832, at Blytheville, enabling car to move through to Chaffee for repairs, avoiding delay. Ten merits each.

J. F. Yount, conductor, E. Latham, and Earl Ormsbee, brakemen, while inspecting Train 839 at Coral, noticed four inches gone off ball of rail and notified section men. Ten merits each.

B. McCammon, conductor, S. Hill, engineer, Oscar Williamson, fireman, Fred Lett and Jeff L. Morgau, brakemen, repaired cars and handled to destination, avoiding delay. Five merits each.

J. Z. Tucker, conductor, given letter of commendation for interest and courtesy in assisting Mr. McMullin of the Lawrenceburg Roller Mills Company in handling a number of telegrams while Mr. McMullin was a passenger on Train 808.

W. M. Webber, agent, given a letter of commendation for mowing weeds around station at Burdette and his efforts to keep his station and grounds in a neat condition.

WESTERN DIVISION

Superintendent S. J. Frazier reports the following cases of meritorious service:

August 25—E. E. Yocum, operator, Mountain Grove, Mo., noticed a brake beam down and signaled the conductor to stop the train. Five merits.

August 19—J. D. Holland, brakeman, Thayer, Mo., noticed a brake beam down in Extra 15, south, and notified the crew. Ten merits.

August 10—Jim Judge (colored), brakeman, Amory, Miss., assisted in firing engine on Extra 2006, north, when fireman became sick. Five merits.

September 8—A. C. Marsh, operator, Olathe, Kans., notified J. M. Smith, conductor, on Train 4/131 that brakes were sticking car about tenth back from engine. His action likely prevented some badly slid flat wheels. Commended.

NORTHERN DIVISION

Superintendent W. H. Bevans reports the following cases of meritorious service:

August 20—E. E. Young, operator, Paola, Kans., discovered brake beam down and dragging on 1/162, and notified the conductor who stopped the train and fixed brake beam. Five merits.

R. C. Reese and H. Thresher, brakemen, Fort Scott, Kans., discovered animal in SP 74621 that had fallen through bottom of car, got the animal up and repaired car floor. Ten merits each.

August 17—R. G. Samuels, operator, Pleaston, Kans., found brake beam down and dragging on car in extra 4129, south, and notified conductor, giving him a chance to stop and make repairs. Five merits.

August 30—Earl Long, section foreman, Scammon, Kans., noticed a part of brake rigging dragging on car in No. 132 and notified crew so that train was stopped before an accident occurred. Five merits.

KANSAS CITY TERMINALS

Superintendent J. W. Skaggs reports the following cases of meritorious service:

J. O. Turner, yard clerk, Kansas City, Mo., discovered broken seal on B&A-50444 and notified a special officer. As a result about \$500 worth of copper wire, stolen from the car, was recovered and the guilty persons punished. Ten merits.



Homemakers' Page



Don't Trade Your Lunch Box

By BARBARA B. BROOKS

DID you ever trade lunch boxes at school and then wish that you hadn't? I have, because I went to the country school and carried my lunch basket. However, I soon learned that my mother knew how to put up very good lunches and I wouldn't trade, especially if it was "sight unseen."

The school lunch box is sometimes a difficult problem for those who live in the rural districts. Each child should be provided with a lunch basket large enough to carry a thermos bottle to hold milk. We must remember that these youths attending school want to grow to be healthy men and women and each one needs a quart of milk daily. The older girls in my country school used to take our milk and make cocoa on an oil stove which we had. That was good for us because we had something warm to supplement the cold sandwiches. It is wise to have something warm at noon-time so that the stomach won't have to warm up all of the food eaten. Sometimes it is possible to have creamed vegetable soups, especially if the Home Economics classes serve hot lunches.

There are lots of good sandwiches for the lunch pail. The best ones are made from bran bread or graham bread. The whole grain of wheat is so much better for children, because the outer coverings of the wheat grain, known as bran, is rich in fiber and is an aid in preventing constipation.

Some children may like just plain bran bread sandwiches but most of them like a filling between the slices of bread, which should be cut one-fourth inch thick. One which proves to be a favorite is made from grated carrots moistened with honey or cottage cheese. Chopped dates and nuts mixed with lemon juice and honey are also tempting. If meat is served at home for other meals of the day, it is not necessary to include it in the lunch. A chopped hard boiled egg mixed with pickle and a little mayon-

naise makes a delicious filling for sandwiches.

A bran muffin occasionally will lend variety to the breads which are put in the lunch pail. Dates, raisins, figs or nuts may be added to the muffin batter as a special treat. If my lunch box contained a date bran muffin I know I wouldn't trade with anyone.

This fall there are all kinds of fresh fruits and a few vegetables which may be included in the lunch. Tomatoes, celery, and raw carrots pack easily and taste good with a little salt. Small cantaloupes can be carried. Let the children have the fun of cutting the melon. A bunch of grapes would always be good at this time of the year. Then there are always bananas, oranges, and apples. The canned fruits and tomatoes can be carried later in the season in a little jar with a screw top. Baked apples were always my favorite dessert for my school lunch.

Children like something sweet. Oatmeal cookies and corn flake macaroons are good and healthful. Too much cake and pie should not be encouraged. The following rules may help to plan the lunch box:

Always have milk; use bran bread for sandwiches; use fruits and vegetables in sandwich fillings; always have a fresh or canned fruit.

The following are lunch box menus for use this fall:

Egg sandwich
Carrot and honey sandwiches
Tomato
Grapes
Graham crackers
Milk

Date sandwich
Chopped cabbage and nut sandwich
Peach
Corn flake macaroons
Milk or cocoa

Cottage cheese and honey sandwich
Lettuce sandwich
Cantaloupe
Milk

Plain bread sandwich
Chicken leg
Celery
Pear
Milk

Jelly sandwiches
Chopped carrot, cabbage, celery
cottage cheese salad in jar
Apple
Graham crackers
Milk

Fresh tomato and peanut butter sandwiches
Pear
Small candy bar
Milk

BRAN MUFFINS

2 tablespoonsful shortening
¼ cup sugar
1 egg
1 cup sour milk
1 cup bran
1 cup flour
½ teaspoon soda
1 teaspoon baking powder

Cream shortening and sugar together, add the egg. Mix and sift flour, soda, salt, and baking powder. To the creamed mixture add the bran then the milk, alternately with the sifted dry ingredients. Pour into greased muffin tins, and bake in a moderate oven (370° F.) for twenty minutes. Yield: 8 large or 12 medium size muffins. If sweet milk is used instead of sour milk, omit the ½ teaspoon of soda and use 3 teaspoons baking powder. Raisins or dates may be added to muffins if desired.

CORN FLAKE MACAROONS

2 egg whites
1 cup sugar
½ teaspoon vanilla
1 cup cocoanut
2 cups corn flakes
½ cup nut meats (chopped)

Beat the egg whites until stiff, add the sugar gradually, then add the vanilla, cocoanut, corn flakes, and nut meats.

Drop by spoonfuls on a buttered pan, and bake in a moderate oven (400° F.) until the macaroons are a delicate brown. Yield: 24 small macaroons.

VARIETY FOR WARDROBE

No wonder more women every day are taking to home sewing and making the greater part of their wardrobe, the lines for the new fall frocks are so straight and the frocks so easily made, even though one may be an amateur at sewing.

No. 2734 is a one-piece sports model and will easily meet the everyday requirements for the business woman, college miss and socially busy woman of today. It is very effective in navy blue canton crepe with slim straight line styling, one the smartest young folk are choosing for all-day wear. Set in plaits below jaunty patch pockets provide fullness to hem. Revers in eggshell silk crepe, with crepe collar and tie in rust shade.

Style No. 2903 is smart in black crepe satin and will prove a very economical choice for afternoons. This style makes good use of both surfaces of the crepe. The dipping side gives a decidedly slenderizing effect to flaring circular skirt, and the neckline shows feminine note in draped collar.

The third style, No. 2790, is one which may be used for all general purposes. It is effective in printed silk crepe in burgundy tones and is thoroughly Parisian with its dip at the front in snugly fitted hip yoke and soft gathers in the skirt. The neckline ends becomingly with a scarf tie.

SUCH FOOLISHNESS

Have you heard of such foolishness as—

The man who can't stand any "night air" in his bedroom, but can stay out until three o'clock?

The woman who can't eat butter, because she is reducing, but must have her chocolate cream candies?

The man who drinks coffee three times a day, smokes incessantly, and rides to work, but thinks he needs a nerve tonic?

The little boy who wants to be a football hero, but still refuses to drink milk?

The girl who is always buying cosmetics for that complexion which school girls covet, and still passes by the salad counter to pick out pie?



Each of the three styles pictured above is individual and charmingly appropriate for the occasion. The pattern may be secured by sending 15 cents in silver coin to The Fashion Department, 261 Fifth Ave., New York City.

WANT TO REDUCE?

How often do we hear people say, "I want to get fat, so I am cut down on sweets."

Do all realize that to become overweight "limits our activities", states E. V. McCollum, Johns Hopkins University at Baltimore, in a discussion of people who tax the penny to capacity.

The two most common causes of

overweight are overeating and lack of exercise. Sugar is a habit-forming food and the more regularly one eats sweet foods the greater is the need for them. Well people who eat much and rest much generally grow fat, while many thin people who eat liberally are still slaves to their nerves. They are so active that they burn up so much fuel they have difficulty in digesting enough to keep themselves in good condition. The street car, the

automobile and the suburban train are great enemies to stout people.

"People who wish to reduce should walk at least a part of the distance to and from work. This is especially true of those with a tendency to put on weight. It is probably better to take the greater part of this exercise at the end rather than the beginning of the day, since this will prevent a sense of fatigue on reaching the place of work."



The TWILIGHT HOUR

A Page Just for Children



Faithful Old Shep Finds the Lunch Basket

(A School-Days Story for the Children)

SCHOOL days again! Old Shep, a big lazy collie, gazed at the late September sun as it sent down its penetrating rays. Old Shep was lying in the yard in front of the school house. He knew that he was not permitted in the school room, but he would lie under the trees or on the doorstep, waiting for his two little charges, Betty and Tom.

Shep would leave the little farm with the children early in the morning, carrying their lunch basket for them all the way to school, a whole mile. When the three reached the school house, Shep would deposit the lunch basket and amble off into the cool grass to wait for recess.

As the children marched out for a few moments' play he would follow Betty and Tom around the yard. He was a great favorite with all the children, for he would retrieve lost balls and carry sticks and rocks which they threw for him.

The afternoon would prove the longest. After the short recess he would wait patiently, knowing that when they came out again, they would start for home.

It would have been folly for anyone to attempt to touch Betty or Tom, and he asked nothing better than to guard them on their way to and from school.

On this particular afternoon, the bees were buzzing and the breeze was blowing the tall grass. Once in a while a car would pass and Shep would open one sleepy eye and gaze at it.

Then all at once he heard the familiar little song which the children sang just before they were dismissed. Old Shep got to his feet and shook out his long furry coat. Then he stretched and yawned and stood, his eye on the door.

The children trooped out arm in arm, books in straps slung over their shoulders.

"Here Shep!" called Tom, and Shep hurried toward his little master, took the lunch basket which he handed him in his teeth, and the three started up the road.

"Oh, Tom, wasn't that a nice history

lesson today?" asked Betty.

"Sure—I like history. It's interesting. Don't like arithmetic though. Too hard," replied Tom.

"But that's easy for me, Tom," said Betty. "What was Harry Jenkins talking to you about today?"

"Oh he's a big bully. I told him if he pulled your hair again or put the ends in the ink well, I'd beat him up," said Tom.

"But Tom—he's bigger than you and anyway, mother told you not to fight with him," said Betty.

Just then the two rounded a curve in the road and there stood Harry, his arms folded and his head dropped on his chest.

Old Shep dropped the lunch basket and stood still, the hair raised slightly on his back. Betty and Tom stopped too.

"So you thought you'd bluff me, did ya?" said Harry. "Come on now, I'll fight ya!"

Tom dropped his books to the ground, but Betty flew between them. "Now Harry, I won't let Tom fight. He didn't bully you and I'm the one that you're mad at because it was my hair you pulled."

"I told you I'd lick you if you ever pulled her hair again," said Tom, "and I will."

Old Shep realized the enmity between the two. He stood ready to protect his little master and mistress on a moment's notice and just then Harry glanced down into his face. It did not carry a friendly feeling, and the fur on his back was standing.

Harry decided that perhaps the next time would be better, especially when Shep wasn't around.

"Well—I'll pull her hair if I want to, because I don't think you'd fight," he said and turned and marched off through the woods.

Tom and Betty and Shep proceeded along the road, talking the incident over. While Tom knew that Harry was a bully, he also knew that he must protect his little sister and he was willing.

The next day Shep carried the

lunch basket to school as usual. After depositing it on the school house steps before his little master, he ambled to the grass.

Just before noon Shep awakened from a little nap to see Harry standing gingerly down the steps of the school house and off into the woods carrying what looked to be the children's lunch basket. Old Shep followed a short way back. He wasn't quite sure but he thought he recognized the scene of the lunch basket. He took a side trail while Harry hurried on through the woods. Then old Shep stopped. He heard the crackling of brush and he waited. Soon he saw Harry return to the school empty handed.

Old Shep investigated and found that Harry had hidden the children's lunch basket. He also smelled an object nearby which was most distasteful to him, because it smelled like Harry, and he disliked him.

He returned to the school yard and waited. Soon the children came out with their lunch baskets and he looked for Betty and Tom. They did not come and Shep nosed into the door. There they stood talking excitedly to the teacher. Shep knew then what it was all about.

So he barked. Betty and Tom both looked at him. He ran to them and then back to the door, and finally attracted their attention so that they followed him. He led them down the steps and into the woods, followed by Betty, Tom and the teacher.

There in a clump of brush was the basket, and what was more important a knife. Old Shep called particular attention to the knife and as he barked the hair stood on end on his back.

When Betty and Tom and he started their homeward journey, the boy he disliked sat in a seat in the lonely schoolroom with the teacher. His head was bent low over a book. Old Shep looked at him and let out a deep low growl. Then he turned sharply and took the lunch basket from his little master's hands with a triumphant air and marched with them up the road.



Frisco Babies

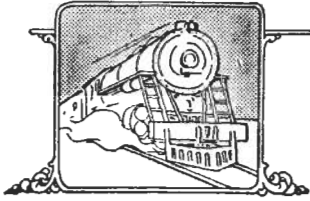
Top row, left to right: Billy Goan (right) and Bobby Goan Sanders, grandsons of Will Priest, blacksmith, Ft. Smith; Beulah M. Fowler and baby Doris I. Fowler, daughters of assistant hardmaster Lester and Mrs. Fowler, St. Louis, Mo.; Wanda June Alexander and Mary Louise, daughters of R. B. Alexander, fireman, Sapulpa, Okla.

(Second row) Lovis Marla Nolen, niece of Louis Otts, section foreman, Sipsey, Ala.; Jane Frances and Ethel Lieunna, daughters of Frank N. Jewell, clerk, freight accounting department, St. Louis; Jack Squibb, son of switchman H. O. Squibb, Monett, Mo.

(Left) John R., Jr., son of John R. Trotter, claim agent; (Right) "Bill", grandson of J. E. McCollum, conductor, Willow Springs Sub, and neighbor.

Bottom row: Zoe Ann Lind, granddaughter of C. L. Mahan, general foreman, B&B; Ellen Berry and Paul Wilson, grandchildren of Ed Hay, section foreman, Success, Ark.; Vadah Marcelle Prindle, daughter of Elmer Prindle, machinist Lindenwood shops; Mary Lou Mauthe, daughter of L. D. Mauthe, chief revising clerk, Springfield.





The FRISCO MECHANIC

*Published in the Interest of the
F.A. of M.C. & C.D. Employees*



Four Thousand F.A. of M.C. and C.D.E. Attend Outing Sept. 2 at Springfield

COMING from the east, west, north and south, 4,000 Frisco employees, members of the Metal Crafts and Car Department Employees of Frisco Lines, met for their first annual system picnic at beautiful Doling park September 2.

The day was an interesting one for the visitors and the home folks from the address of welcome, made by Frank Junkins, chairman of the association, to the final number on the evening's program. There was one continual round of events to interest every man, woman and child.

Harold Lincoln and Warren Turner, attorneys of Springfield, responded to Mr. Junkin's address and "Uncle" Billy Morrill, accident prevention agent of the Frisco Lines, addressed the crowd and touched on various phases of railroad and accident prevention work, much stressed in the shops.

From 10:30 until 1 o'clock the crowd scattered over the park, the children enjoying the various concessions and the grownups meeting and greeting old friends. The largest delegation of visitors, 111, came from Kansas City, while the next largest, 75, came from Chaffee, Mo., on the River division. Seventy-two came from Monett, Mo., 65 from Enid, Okla., 55 from St. Louis, 35 from Tulsa, 45 from Yale and Memphis, Tenn., 21 from Birmingham, Ala., the same number from Newburg, Mo., 12 from Pittsburg, Kans., 50 from Oklahoma City and five from Wichita, Kans.

While the "bread-line" wound in and out among the trees for a good mile, 2 o'clock found each hungry appetite appeased with huge portions of potato salad, barbecued meat sandwiches, pickles, cakes, ice cream and lemonade, prepared by Fred Harvey chefs.

The baseball game, scheduled for 2 o'clock, drew a large portion of the crowd. The Springfield west shop team matched the Frisco's Kansas City team in a closely contested game, with a final score of 9-5 in favor of the Springfield nine.

Athletic events were featured next, and aside from the regular sack races, pan race, and 100-yard dashes

which appealed mostly to the younger boys and girls, there was a greased pole climbing contest and the award was made to 6-year-old Ed Brake. The Boilermakers, titled the "Mule" team, scored a decisive victory over the machinists (the "Nut-splitters") in the tug of war for men, and the left-handed nail driving contest was won by Mrs. Ed Hammon.

Professor R. Ritchie Robertson and his famous Boy Scout band gave a delightful concert in front of the Doling park cave, and the crowd massed around on the ledges and on benches on the ground.

The lake claimed a good share of the younger folk and at 4:30 p. m. there were a few water events. At 5 the crowd moved toward the skating rink above the cave and grouped themselves around an improvised stage where a series of interesting numbers were presented.

The first group consisted of two boxing matches, one between Frank Chastine and James Goodwin, and the second between Ed Mayes and Steve Crumpley. Each was four rounds long and each ended without a knockout. Junior Osborne, member of the Springfield Boy Scout band, presented a cornet solo and Miss Frieda Tuck a violin solo. Two dancing numbers were feature attractions, the first, a jig dance by W. L. Hicks, truckman at the Springfield west shop, and the second, a lively buck and wing number by Jerry Coring. Both numbers called for encores.

Mr. and Mrs. L. J. Gibbs gave their novelty number before an appreciative audience. The number has been given before in Springfield and served as an "extra" on a vaudeville program at one of Springfield's theaters a short time ago. Mr. Gibbs and his wife, dressed in old fashioned clothes, made strange music from a cigar box, a tin can, a saw and a file, besides presenting some delightful numbers on the violin, cornet and saxophone. Mrs. Gibbs accompanies her husband on the piano in several of the numbers and as a finale both of them present an old fashioned dance.

Mr. and Mrs. H. W. Tuter and eight children, a vest shop black-

smith and his family, won a huge basket of groceries as the largest family on the grounds.

During the entire afternoon the dance floor was crowded and the music was furnished by Charles L. Good's orchestra, and while the orchestra was changed in the evening the same dancers continued to waltz and two-step around the dance floor to the strains of music from L. J. Gibbs' orchestra. Included in both the afternoon and evening programs was an old-fashioned square dance, participated in by young and old.

A concluding number to the day's program was an elaborate fireworks display furnished by the Ralph Rhodes Fireworks Company of Kansas City. Besides the usual sky rocket and colorful spray effects, the Frisco slogans were worked out in colors and such as "Ship the Frisco Way," "Frisco Lines All the Way," were displayed.

The Frisco committee at Springfield which planned and carried out the entertainment and dinner consisted of the following: M. L. Ryan, chairman; W. C. Brake, Eli Sanford, A. E. Godfrey, H. A. Pickens, Gordon Yowell, J. L. Coring, Claude Campbell and Claude Hereford.

Among the Springfield Frisco officers present were: J. W. Surles, superintendent west shops; L. J. Leysaht, superintendent reclamation plant; J. K. Gibson, assistant to superintendent motive power, and E. Potts, assistant to Mr. Gibson.

BUY SAFETY PICTURES

The Frisco has purchased twenty prints of the highway crossing accident prevention film, "Look, Listen, Live," which is sponsored by the American Legion. The prints will be circulated in motion picture theatres over Frisco Lines, it is announced by H. W. Hudgen, Springfield, Mo., director of accident prevention for the Frisco. The film is about 250 feet long and requires about four minutes to run. Local American Legion posts will be invited by the Frisco to cooperate in the showing of these films in theatres on Frisco Lines.



This happy crowd attended the Frisco Association picnic at Doling Park in Springfield, Mo., September 2. Approximately four thousand persons were present.

Frank Jenkins Re-elected for Two Years



THE Metal Crafts and Car Department Employees' Association held its sixth annual convention on September 9, with approximately fifty delegates in attendance. The meeting was an enthusiastic one from start to finish and many problems of interest to the shopmen were handled during this session.

Following the noon luncheon, a joint meeting was held with Mr. H. L. Worman, superintendent of motive power and his associates which included Messrs. P. O. Wood, G. W. Moore, and J. K. Gibson. This meeting was held in the assembly room of the Frisco building at Springfield.

On the ninth and tenth, after the convention, the system committee met in the office of Mr. Frank Jenkins, general chairman of the system committee, and perfected a reorganization for the next two years. Mr. Jenkins was unanimously re-elected to the board to serve as general chairman. The following members were elected: Earl Genung of the west shops, Springfield, vice-general chairman; C. C. Bond of Enid, Okla., re-elected as secretary; C. J. Ken-

nedy of Birmingham, elected as official chaplain of the committee.

One of the outstanding accomplishments was the drafting of a new system constitution and by-laws book which was approved by the system committee in regular session on Sunday, September 8, and ratified by the convention body on September 9. The ratification of the new constitution and by-laws book does not, however, create any radical changes in handling or governing the organization in general.

FRISCO MECHANIC FAMILY NEWS

LOCAL No. 17—TULSA, OKLA.

H. C. PRICE, Reporter

Mr. G. M. Jessee, roundhouse foreman, has been spending his vacation in Alabama and Florida.

Mr. C. E. Hart, pipe man, and family are spending a few days in Missouri.

Mr. H. R. Cole, locomotive inspector, and family have returned after a fifteen days' stay in Louisiana.

Mr. Fred Crawford, pipe man, and wife spent a few days in Kansas City with Mr. and Mrs. C. C. Davis, formerly of Tulsa.

Mac Londagin, electrician, has returned after a ten days' vacation spent in Missouri and Arkansas.

Mr. Frank Richardson, water foreman, and family spent ten days in western Oklahoma and West Texas.

Mr. Paul Corbin and family are visiting in Detroit.

Mr. H. J. Ray, machine shop foreman, has moved his family from Springfield to Tulsa.

Mr. G. I. Alexander, boiler foreman, has started a new home in Oakhurst.

Mr. Ed Schall is the possessor of a new Ford. Ed has a hard time shifting gears.

Local No. 17 met Sept. 6, 1929, with a very large attendance. Mr. John White was elected for division chairman for the next term on South-Western Division.

Mr. L. L. Graham, chief car inspector, has some big fish stories to tell after a week's fishing on the Illinois River.

Mr. L. L. Finch has been appointed night roundhouse foreman, vice J. C. Thomas, who is working days.

PITTSBURG, KANSAS

WM. CHANEY, Reporter

Mr. and Mrs. F. Vail and daughter are now on a vacation trip in sunny California and expect to be gone about three weeks.

Several fellows from the shop force celebrated Labor Day in Springfield, Missouri, attending the big Frisco picnic. A good time and plenty of eats was reported by all.

LOCAL No. 4—KANSAS CITY

DORALL DENISON, Reporter

Local No. 4 had a large delegation to attend the annual picnic held in Springfield Labor Day. The following are those who attended from Kansas City: George Bell, Ralph Gray, Dan McGrew, Fred Benson, W. M. Landers, Mrs. Ora Brannberg and daughter, Ted Valenti and wife, Mr. and Mrs. Ed Ring and family, Charles Knox, Jack Lewis, William Lewallen, David Wright, Alex Murphy, John Ladish, Mr. and Mrs. Fred Chaffin and son, Mr. and Mrs. Virgil Dellinger and children, R. E. Braden and wife and son, A. F. Holman and wife, Thomas O. Steaman, Harold J. Owens, M. L. Braden and family, William Blessman and family, John Cashman and wife, George Highfill and wife, M. J. O'Connor and wife, Nick Vidovich and wife, R. V. Schumacker, William Welty and wife, Louis Kalney and wife, J. E. Griffin and son, Mrs. A. Thompson, D. L. Denison and wife, Edward Hunter, wife and son; Melvin McCready and wife, Claude McCready and wife, Tom Davis and family, John Purtle and wife, Roy Salsman and wife, Clarence Vielbig, Joe Super, W. McCredy, J. Markle, Milo Beattie, Arthur Disselhoff, showing that Kansas City was very well represented as she always is. All reported a fine time, but awfully tired.

Kansas City was also there with a baseball team, although they were beaten they had lots of fun and look forward to returning the trouncing next year.

Mrs. Roy McCready and children have returned from Spokane, Wash., where they have been visiting Mrs. McCready's sister.

Con Sullivan is now in the Frisco Hospital at St. Louis, where he is to undergo an operation for the removal of his appendix.

Willie Bodam, who is in the St. Louis hospital for the removal of a goiter, has undergone the operation and is reported to be doing fine at this writing.

General Foreman Medlock has returned from Chicago where he attended the general foremen's convention, held at the Sherman Hotel in that city.

Charles Jordan and wife have returned from Los Angeles, Cal., where they have been visiting relatives.

Local No. 4B attended the local at Ft. Scott Saturday night, September 14th.

David Wright, who was out of his time as machinist apprentice, September 4, has been sent to Memphis on a permanent job as machinist first class. Good luck "Pug."

Joe Plourd, supply man, has been off on the sick list for a number of days.

Andrew Fredrickson, carpenter, and wife, have gone to Los Angeles, Cal., to visit their son, Golbert.

Zora Silliman and wife, who were injured severely in an auto wreck, are both doing nicely at this writing.

Elmer Carlson, night roundhouse foreman, has returned from his vacation, which he and the wife spent visiting relatives, and they also attended the shop picnic held in Springfield Labor Day.

Clarence Enhi is now back on his own job after filling in as foreman in place of Night Roundhouse Foreman Carlson.

We all wish to extend our hearty welcome to Mr. and Mrs. O. B. Stoner, who come to us from Ft. Scott. Mr. Stoner taking the place of Ed. Tuck, roundhouse foreman.

Martin Kirchner and family spent Labor Day with Martin's father and mother at Lohman, Mo., where they celebrated their golden wedding anniversary.

Mrs. Lewis Baker, wife of boiler washer, is improving slowly at this writing.

Charles Weller, hostler helper, is back on the job after being off a number of days with hay fever.

Willard Ambercrombie and wife spent a number of days visiting home folks in Scott City, Kansas.

Elmer Davis is back to work after a number of days in the hospital at St. Louis.

Roy Wall spent a short vacation visiting relatives in Hoxie, Ark.

Hollis Fout, is our new machinist apprentice, vice Dave Wright. Hollis comes to us from Mulberry, Kansas, and is the son of Kirby Fout, who is B. and B. foreman at Kansas City. We welcome you to our midst, Hollis.

Al Clark is the proud owner of a new three window Ford sedan.

There was a birthday surprise party given in honor of Mrs. S. O. Miller, wife of engineer, and the evening was spent playing cards.

We were all very sorry to learn of the news that Henery McGowan, brother of our own Leslie, was drowned in the Big Piney River while on a fishing trip. We send our sympathies to those who are left to mourn.

Charles Frizzell is the proud owner of a run-like-new Chevrolet coach.

Mrs. Ted Cavanaugh has returned from Detroit where she has been visiting relatives.

Norman Potter, boilermaker, was off on the sick list a number of days, but is now O. K. and back on the job.

We all wish to express our deepest sympathies to Roy Ewing at the loss of his beloved mother, who passed away August 28th at her home in Topeka, Kansas.

Audie Bateman has left for a short business trip to West Plains, Mo.

We all wish to express our deepest sympathies to Daddid Fitchie at the loss of his beloved sister, Nellie, who passed away at the home, 5816 Lydia.

Mrs. Dave Fitchie and daughter, Marjorie, have returned from an extended visit spent in the western part of the United States.

LOCAL No. 1—SPRINGFIELD, MO.

JOHN O'BRIEN, Reporter

J. W. Thompson, our general foreman, has returned from his trip in the East. John came back wearing loud red suspenders and smoking cigarettes, just like an eastern sport.

Emmitt Wilson, blacksmith, and family, spent a few days recently visiting his father at Jefferson City.

L. A. Zoller has just returned from a two weeks' vacation which, we understand, Mr. Zoller spent at home.

C. S. Smith, dead freight supervisor, also has just returned from his vacation. Mr. Smith said he spent his vacation in going places and seeing things.

Local No. 1 held a picnic at Doling Park, Labor Day, Sept. 2nd. This picnic was well attended. Games were played and several prizes won. Hon. Mayor Gideon gave a short address. Best of all Uncle Bill Morrill, our safety man, gave a talk about being careful.

C. A. Nash, tin shop foreman, recently returned from his vacation.

Business at the reclamation plant at the time of this writing, is very heavy. There are several new faces around the plant and we are glad to welcome them.

George Gippert, machinist, recently took a fishing trip down in the wilds of Arkansas. George says, thanks to a very substantial chin and good wide ledges in the river. He succeeded in staying up in 18 feet of water until someone rescued him.

"Radio bug" has at last reached our hard-shelled timekeeper, W. A. Mongold. Bill is in the market for a radio.

Reclamation plant employees extend their sympathy to J. W. Thompson, general foreman, in the death of his brother in Brookfield, Mo., September 7th.

Visitors at reclamation plant during month of September were Frank Webb, James Cunningham. Mr. Webb was formerly chief clerk to Harry F. Brown, storekeeper, and is now working for Wilson Packing Company, Oklahoma City. We need no introduction to Jimmie Cunningham, Lindenwood. We are always glad to see our old friends.

Harry F. Brown, storekeeper, is also vacationing at this time. Understand Mr. Brown took a trip to Pensacola via Frisco and also motored to Jefferson City.

Regular monthly meeting of Local No. 1 was held at Pythian Castle Hall, August 30th.

LOCAL No. 15—OKLAHOMA CITY

E. W. GEE, Reporter

Several of the shop employees and their families enjoyed the picnic in Tulsa and all report a fine time.

Everybody back from vacations and the force is normal again.

Mr. A. M. Dow has been appointed car foreman at this point. We are glad to have him with us and welcome him to Oklahoma City.

We would like to have the brothers from other points visit us and see a real oil field. Another big well came in yesterday and two more expected in today.

Local meets first and third Wednesdays. Everybody looking forward to the election of officers for the incoming year. Let you have the list in next issue.

George Papin, our president, attended the convention in Springfield September 9.

Mr. Frank Junkins was with us the first meeting in September. He raked the members over the coals for not attending meetings.

Earl Genung, division chairman, of Springfield, was visiting in Oklahoma City recently. Hope he comes often.

We have a new train on the Chickasha Sub. 403-412 between Oklahoma City and Lawton. They have started off fine and we are sure they will do better.

C. H. Vanderford, clerk at the roundhouse, is away on vacation, and R. E. Stewart is relieving him.

J. H. McMains, yardmaster, accompanied by his two grandsons and Mr. Nathan Boardman of Boardman & Co., was on the Illinois River fishing recently. No fish but had a nice outing.

Our new freight house is just about completed and we are all proud of it.

CAR DEPARTMENT—MONETT, MO.

D. F. TOBIAS, Reporter

Now that the cooler days have arrived this office is besieged with orders for kindling from all departments. Patience, friends, each one will be served in turn but not all at once. There isn't that much kindling on hand.

Just one employee reported a personal injury in this department for the month of August. H. H. Gray, with several others, was removing a car door, which struck him a most unkind blow in the mouth, causing him to bite his tongue. Surely must have been embarrassing to be able to speak a few cuss words at least!

Miss Norine Herron returned to school at Columbia September 1.

Piece Work Checker J. E. Graham returned from vacation days with folks at Waynesboro, Miss., August 4. John told the same old stories of the chicken and fishing.

Irl Williamson, president of the shopcrafts, attended the meeting in Springfield September 9.

A large number from Monett attended the annual Shop Crafts picnic at Springfield on Labor Day, but on account of the short distance preferred driving in auto. Many thanks. It saved issuing quite a few passes.

We all hear that the way of the transgressor is hard. Substituting trespass for transgressor will apply to the most unfortunate accident that occurred in the Monett yard on Labor Day, when two young men lost their lives, due to the shifting of a load of pipe in which they were stealing a ride. Somewhere are two mothers who don't know their sons have died, for at this writing these boys have not been identified. There are a lot of lessons to be learned by this accident!

NORTH BACK SHOP SPRINGFIELD, MO.

ALEX. WATT, Reporter

The daughters of the writer have returned to their duties after the summer vacation with their dad. One to her hospital work in Milford, Kan., and others teaching in West Plains, Mo.

Clester Smith of the machine department spent Labor Day with relatives in Clinton.

E. A. Barclay spent Labor Day improving his farm home.

Ellis Galloway announces the birth of a daughter on September 5. They have named her Mary Lou, and she weighs eight and three-fourths pounds.

J. C. Cox has returned from his vacation in Pensacola, Fla. While there he visited the Government air field and other interesting points.

Mr. Sanders, son-in-law of Floyd L. Leonard, is in a critical condition at Le Moines, Iowa, having sustained serious injuries in an accident. Both of his legs and arms and his collar bone are broken. His wife was here visiting her parents at the time of the accident, but on the receipt of the news she rushed back to Le Moines.

George Whitlock, machinist, visited relatives at Wichita, Kans., Labor Day and reports a wonderful trip.

R. M. Epps, drill press man, visited relatives at Colby, Kans., the latter part of August.

The North Shops extends its sympathies to Gordon Youell, special apprentice, who was called to Richland, Kan., to attend the funeral of his cousin, Mark Costa.

Charles Rippee, machine apprentice, is out of time and is working extra hard. William Wyatt, Milford Ball and his land Moore have been hired recently as machinists' apprentices.

Connie Moreland is sporting a new four-door sedan Ford.

The entire North Shops wish to extend their sympathy to Mr. H. L. Roland, machinist, and family, at the loss of Mr. Roland, who has died since the last report.

Troy Owens and wife spent Labor Day with his mother and sister in St. Louis.

Tommy Wardlow, one of our old-time steelmen, was visiting friends at the shops recently.

"Buck" Smith, who was operated on the last of August for infected bladder, is not improved much at this writing. Buck is a son-in-law of F. L. Leonardi.

BRIDGE AND BUILDING DEPT. EASTERN DIVISION

ARTHUR BUNCH, Reporter

Burt Hoffman and family spent a week visiting relatives at Wellington, Kan.

Roy Smith and family spent two days during the first of the month visiting relatives at Willow Springs, Mo.

Bob Miser and George Gott spent Labor Day fishing on the Gasconade River at Crocker, Mo.

Arthur Rude and wife recently spent a few days visiting relatives at Hooper, Neb.

George Gott and wife paid a short visit to relatives at Perryville, Ark. They were gone two days.

Charley Wallace, B. & B. foreman, has purchased himself a new Ford coupe.

Orbin Franks has quit his job in gang No. 5 and has gone to Fremont, Mo., to work for Garrett Construction Company.

Ed Euliss at present is taking charge of gang No. 7, while Mr. Brown is off on his vacation.

W. H. Brooke, general B. & B. foreman, at this writing is in the hospital at St. Louis on account of a sprained back.

Charley Baron, B. & B. foreman, was off three days recently on account of sickness.

Roy Smith returned to work September 12, after being confined to bed for several days on account of sickness.

Bob Riley was off several days during August and the first week of September with back trouble.

Melvin Hendry was on the sick list for several days during August.

The reporter was off from August 14 to September 3 with an injured foot, received while working at Monett, Mo.

Charley Wallace and gang have several weeks' work repairing the coal chutes at the north shops.

General repair work is being done at the west shops by Clyde Cunningham and gang.

Jim Carter and gang are renewing bridges in and around Brownington, Mo.

Bridge repair work in and around Monett is being done by Bill Skyles and gang.

J. B. Brown's gang have been building concrete culverts at Blairtown, Mo.

Repair work in St. Louis is being done by Fred Watts and gang.

Repair work at the north shops is being done by Charley Baron's gang.

Ed Nease and gang recently have been repairing bridges on the Salem Branch.

CHAFFEE ROUNDHOUSE

JAS. E. STOUT, Reporter

Several employees attended Frisco employees' picnic in Springfield Labor Day, and all reported having a very enjoyable time.

G. M. Cohoon, roundhouse clerk, proved that he was a regular fisherman when he accompanied the boiler and blacksmith gangs on a recent trip. G. M. was the watchman, that is, he watched the bathing beauties.

Robert Mathis, electrician, has been transferred to Tulsa, Okla.

Seems funny that none of us ever knew of a baseball star we had in the roundhouse, until he gave it away himself. Well, Oscar (Rabbit) Eakers has very confidentially informed General Foreman Hubbard that he can play ball as good as any of those pallbearers from Cape Girardeau. Well, that is playing some as their second team beat Chaffee three straight games, so watch our star next season.

Pipfitter Ed Margrebe is taking a long looked-for vacation, and Louis Kreiger is filling his temporary vacancy.

Several hundred Frisco employees from river division attended ball game in Mem-

phis between Chaffee and Yale teams Sunday, August 18. No, Chaffee did not win the game, but Yale sure knew they had played, as the score was 2 to 1. Two special trains were operated over the main line and the branches to accommodate all employees who desired to attend the game.

MECHANICAL DEPARTMENT PARIS, TEXAS

N. B. PALMERTREE, Reporter

Mr. A. C. Hughs, former clerk at Fort Worth, recently transferred to Paris as cotton clerk. This is not Mr. Hughs' first trip to Paris, and we welcome him as an old timer.

Mr. H. B. Messer, former relief clerk at Hugo, Oklahoma, was employed as bill clerk at Paris the first part of this month. We hope Mr. Messer learns to like our little city and will be permanent with us.

Miss Fay Heckelman, clerk at freight office, has returned from her vacation. We think she is the best looking "lady" clerk at the freight office.

Mr. B. C. Derrick, chief clerk for the transportation department, moved into a new house on Bonham street the first of the month, as well as Mr. T. R. Jackson, chief clerk for the mechanical department, and we are wondering when Messrs. Jackson and Derrick are going to fix up their "joint" driveway, which has been mentioned several times heretofore.

Mr. H. C. Taylor, agent, attended the loss and damage meeting at Galveston the first of this month. We hope Mr. Taylor enjoyed his trip and accomplished a lot of good at the meeting.

Mr. E. S. Olson, master mechanic, and family took in the annual Lamar County Fair and reported it better than ever. Mr. N. B. Palmertree, car inspector, and family, and Mr. Pat Hession and family also attended the Lamar County Fair. We hope they all enjoyed themselves to the utmost.

Mr. R. B. Ringgold, fireman, had several hogs in the Lamar County Fair and received first prize on every one of them. Good for you, Mr. Ringgold, keep up the fine work.

The J. George Loos Carnival of 24 cars came in on the Frisco from Fort Smith, Oklahoma, to attend the Lamar County Fair on September 8th, and we were glad to give them our usual prompt service, but we would like to know who got all of the passes.

LOCAL No. 18—BIRMINGHAM, ALA.

W. A. MYERS, Reporter

Mr. and Mrs. Gateley are spending their vacation visiting relatives in Jackson, Tennessee.

Mr. and Mrs. H. D. Warren are the proud parents of a nine-pound baby girl, which the stork left at their home August 28. Warren carries a smile from ear to ear.

William Barr, chief storeroom clerk, has purchased a new Chevrolet Imperial sedan. Some buggy! eh, Bill?

C. E. Beard, machinist, has been confined to a hospital in St. Louis for some time, but we are glad to report he is now at work again.

Red Felts, welder, has quit his job accepting a job with the Jackson Terminal Company, Jacksonville, Florida.

L. M. Westerhouse, general foreman, is spending his vacation with relatives at Ft. Scott, Kansas.

We of Local No. 18 wish to take this means of expressing our deepest and heartfelt sympathy to our brother, C. J. Kennedy, in the loss of his brother, who met a very untimely and unfortunate death.

J. M. Hartle, machinist, and family spent a two weeks' vacation visiting points in Southeast Missouri.

The annual barbecue picnic held at Fair Park was a huge success: it went across with a bang! The attendance was very large, so were the appetites. Most of the supervisory forces of both yard office and roundhouse office were present, also many of the clerks of the various departments. Everyone reported a good

time. We have Mr. Posey, machinist, and Mr. Cauldwell, car man, to thank for the success of the barbecue; the result of their diligent and untiring efforts. Local No. 18 needs more of such men to promote good fellowship among the employees.

From all recent reports and rumors, A. G. Eitzen, coach inspector, is contemplating matrimony. The date has not been set yet, but Arthur says, "It won't be long now."

"Shorty" McCullough of car department has been off for some time with an injured foot, but he is now able to be at work again.

Mr. Roepke, air brake man, spent Labor Day in St. Louis.

S. R. Mathis, night roundhouse foreman, is taking his vacation and spending a few days at Washington, D. C. J. H. Waide, inspector, is acting foreman during his absence.

LOCAL No. 33—HAYTI, MO.

E. B. WHITENER, Reporter

The Frisco ball team of Chaffee, Mo., went to Memphis and played a very interesting game of ball, the score being 1 to 3 in favor of Memphis. A special train containing eleven coaches were well crowded. The Hayti band furnished the music and everyone enjoyed the day.

Joe Pryor, first-class machinist, is on his regular job again, as he has been off for some time. Be careful, Joe.

Theon Strack, first-class machinist, spends most of his Sundays at the Cape. Guess Theon gets homesick.

Vick Sigler and family have been visiting relatives in Kentucky. Vic reports having a fine time and was proud to see the old home place again.

R. D. Sanders, car inspector, has been visiting in St. Louis. Dewey, as he is known here, came home sick but is O. K. at this time. Suppose he ate too much while visiting.

Local 33 held meeting at the usual place and elected new officers for the coming year. Several of the old officers were re-elected.

M. W. Rhodes, first-class machinist, has been on the sick list for some time, but is able to be with the gang again.

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Vacations are in full swing. Most of the shopmen and their families are either just returning or preparing to leave soon.

Martin Graves, night foreman of the roundhouse, was on his vacation the last half of August.

A great number of the shopmen and their families attended the shop crafts picnic in Springfield on Labor Day. All report an enjoyable time.

R. P. Nuttall, electrician, has our sympathy account death of his brother.

Carl Baker and family spent their vacation visiting in Denver and other points of interest in Colorado.

Mrs. C. P. Clark, who has been seriously ill for some time, underwent an operation in a local hospital. At present she is recovering nicely.

Mrs. R. D. Richards and little daughter, Wilma Jean, have returned from a pleasant visit with friends in Fort Worth, Texas.

Construction of another million-bushel elevator in Enid is announced. This establishes more firmly Enid's position as a wheat center for this section of the country.

C. C. Bond, Mike Wagoner and Dee Willets attended a meeting of the system committee in Springfield September 9.

Chester, "Red," Purcell, former Brown hoist engineer, who has been in Arizona regaining his health, was shaking hands with old friends recently. He says he is feeling fine and he certainly looks it.

R. D. Richards, spring-truck man, has been off sick for a few days.

Frank Raab and Fred Hubbard, carmen, have been engaged in painting special equipment cars over the division for the last two or three weeks.

The water service employees have practically finished installing the equipment in the new sandhouse, and it will be ready for service most any time now.

Jewell Payne, car department employee, who has been in the St. Louis hospital with an injured foot, is home for a few days.

Mr. C. E. Martin and family, brother of Mrs. H. H. Fuller of 805 West Oak, have been visiting with the Fullers here. Mr. Martin is a live stock claim investigator of the Frisco General Office and resides in Springfield, Mo.

Mrs. T. E. Bently, of 1206 W. Pine, has had as her guests through August her sister and husband, Mr. and Mrs. A. N. Botts, of San Angelo, Texas; also her mother, Mrs. F. L. Smith, and daughter, Ana Mac Smith, of Santa Ana, Texas. Mrs. Bently made a trip home with Mrs. Smith and Mrs. H. L. Bently of Brady, Texas. Mr. Bently's mother came home with her for a short visit.

Mable and Robert Talbert, niece and nephew of Mrs. T. E. Gidden, wife of Machinist Foreman Tom Gidden, have visited with the Giddens here. Their home is in Sherman, Texas.

WEST SHOPS LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. E. GOODFREY, Reporter

Local No. 2 met Friday night, September 6th. We were glad to see the large attendance at this meeting. Earl Genung was re-elected for our division chairman at West Shop. Our general chairman, Mr. Frank Junkins, was with us at this meeting and made a very interesting talk on the upbuilding of our organization. We are all very glad to see Mr. Junkins at our meetings and welcome him at any time.

Mr. Junkins has the sympathy of the boys at the West Shop in the death of his sister, which occurred August 18th.

Mr. and Mrs. Nathaniel Murray are the happy parents of twin boys, born August 28. Murray is a boilermaker apprentice.

Ira Smith, boilermaker, and John Fultz, machinist, made a week-end fishing trip August 31st. The boys were smiling over the good luck and reported lots of fish.

Mr. and Mrs. Edward Merritt are the proud parents of a fine 8½-lb. girl, Betty Jo, born August 11.

George Law, crane operator, and W. E. Evans, boilermaker, made a week-end fishing trip August 31, to Arkansas. They reported a fine trip and plenty of fish.

Marshall Dodd, cab carpenter, spent his vacation in Los Angeles, Calif. Dodd reported a fine trip.

Jeff Brazel, boilermaker, has the sympathy of the boys at West Shop in the death of his brother, which occurred September 3. Mr. Brazel wishes to thank all the boys for their sympathy and floral offering.

John Plank, boilermaker, is back on the job after being off on a leave of absence account of his health. The boys are glad to see him back on the job.

Kenneth Lee, machinist, has been off account of sickness for several weeks. We hope by the time this goes to the press Kenneth will be back on the job.

Jess Palmer is back on daylight work after being on the night shift for about three years. Jess is a boilermaker.

Edward Johnson, boilermaker, has been very busy after work hours for the past few weeks. Ed is building a boat and we hope he will take us all for a boat ride next summer.

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

Mrs. Rodney Wilcox, wife of the former storekeeper at Thayer, who is now at Memphis, was a visitor here.

Mrs. F. M. Peebles, wife of the writer, is visiting at St. Louis, Mo.

J. W. Hill, car inspector, who has been off for the past three months, has now been reinstated.

Joe Herbold, blacksmith, of Yale, Tenn., was a visitor here.

Frank Schratz of Terre Haute, Ind., and H. A. Schratz of Pochontas are visiting Frank Schratz, car inspector.

L. E. Wilkerson, clerk, has resigned

and has accepted a position with M. J. Morse as bookkeeper.

Fred B. Hengel, yard clerk, is off a few days and is being relieved by E. L. Nickols.

James Fenwick, helper, is now stationed at Mountain Grove.

W. B. Hauger, janitor, who attended camp at Ft. Leavenworth last month, liked it so well that he failed to return. H. H. Adams is now filling the vacancy.

I. W. Hill, president of our local, was called to Springfield to attend a meeting of the metal craft and car department employees.

George McCartney, water service foreman, is now on the sick list.

J. D. Philipps, engineer, has been reinstated.

Jack Williams, night roundhouse foreman, wife and daughter are now on a trip to Annapolis, Mo., and to Pensacola, Fla., for their vacation.

B. F. Carter, conductor, has now been reinstated.

Mack Baird of Cordova, Ala., is now assigned as night pumper.

There was quite a gathering of friends at the Y. M. C. A. the evening of September 7, on account of Thayer receiving the second prize in having the best looking garden on the Frisco system. Mr. Don B. Fellows, florist, presented Sam B. Woolridge with \$10.00 in gold; also Mrs. S. B. Woolridge with a beautiful bouquet of flowers. Several of the ladies and gentlemen present made some very pleasant remarks complimenting S. B. Woolridge on getting the second prize.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Mrs. Albert Weaver visited with her sister in Joplin recently.

Finis Dixon, storeroom employee, visited his sister in Kansas City a few days recently.

Mrs. V. J. Rutherford was visiting and transacting business in St. Louis the past month.

Charles Spencer, blacksmith helper, announces that Hattie Marie, a nine-pound, handsome girl, has arrived at his home.

C. A. Nash, tin shop foreman, and family spent Labor Day and Sunday preceding with his father and family at Tulsa.

George Thompson, machinist, second class, was over on the River Division at Cape Girardeau looking things over while he was laid off.

John Thompson, our general foreman, was called to the northern part of Missouri, due to the death of a brother. Mr. Thompson has the sympathy of the men of our plant.

Earl Harmon, machinist, second class, and Mrs. Harmon are on a sight-seeing and vacation trip to Los Angeles, Cal.

Robert Boyd, laborer, was painfully injured when he got his hand caught in a paper press, which is operated by compressed air. We hope his injuries will not prove serious and he will return soon.

John Bowman, brown hoist fireman, says he knows now what it means to say one has had his tonsils removed, he having had a two weeks' trial, with free room and board at the St. John's Hospital.

George Glippert, machinist, was off duty for some time with an injured hand, caused by a large splinter. Why should George worry about little things like that? He has just recently sold his farm for a price that runs into six figures.

Wade Coutz, laborer, was severely beaten by hi-jackers, who robbed him and left him in a serious condition, on North Main avenue, the night of September 7. He is improving under the doctor's care at the Frisco ward in St. John's Hospital.

Tom Williams, accompanied by Mrs. Williams, has returned from a vacation trip to California. They visited in and around Los Angeles and motored to Mexico, San Diego and various places of interest along the coast. They made the trip over the Santa Fe.

Paul Preston, machinist, second class, went fishing on the Gasconade river with some friends, and being suspicious of banks took his billfold along in a coat pocket. When the boat in which he was

rowing capsized he lost his billfold and, of course, all that was in it. Paul, we feel sorry that this occurred, but hope that you will have another fat bank roll to take along next time—and better luck.

Homer Ritchie, assistant general foreman, was quite painfully burned about the head and left arm by an electric flame while trying to start the electric motor which propels the blast fan at the forge shop. Mr. Ritchie returned to work the same day after having his injuries dressed at the hospital. He is made of the same stuff that the American doughboys passers.

J. W. Thompson and Mrs. Thompson, accompanied by their daughter, Miss Patsy, have returned from a trip to the Atlantic Coast. They saw Plymouth Rock, where our forefathers landed in 1492 at Plymouth, Mass. They went up to the nation's capital and took a "rubber neck" bus and were shown, with explanations, all the interesting and famous sights to be seen at the seat of government of our great nation. They visited their son, Walter, and his wife, who live in Boston, and traversed some of the famous cow trails of that city. Mr. Thompson brings home the news that Walter is employed during his summer vacation by the Edison Electrical Company but will return to his school of business administration this fall. Mr. Thompson was much impressed by his trip and enjoyed it all immensely.

LOCAL No. 5—ST. LOUIS, MO.

ROBERT W. REED, Reporter

At a regular meeting of Local No. 5 held on September 6, Brother Daniel E. Whalen was elected by a large majority to succeed himself as division chairman for the next two years. It is evident from the enthusiasm displayed that Brother Dan has the good wishes and support of the association at this point.

Brother Frank Junkins was a visitor at Local No. 5 at their meeting held on August 30, and favored us with an interesting address.

At a regular meeting of Local No. 5 held on August 16, six new members were admitted to all benefits of the association as per ritual.

Fred Estes, lead machinist, in the machine shop at Chouteau avenue, is on a thirty-day leave, and with his wife and mother is visiting in California.

Lloyd C. Klose, first class electrician, is on a sixty-day leave, and Alex. Jacquelin is filling his vacancy.

Dan Gorman, young machinist, just out of the west shops, has accepted a job as first class machinist at Chouteau avenue, and went to work September 11th in the roundhouse.

Quite a number of the members of the association at this point attended the picnic at Springfield on Labor Day and all report a good time.

Ernest Carriger, cab man, has ruled against boarding houses and lonely evenings, and has moved his family and furniture from Birmingham to St. Louis.

Alex. Jacquelin has purchased a new Hupmobile and is learning to drive it, and reports the first valuable lesson learned is to release the emergency brake while driving.

Up to this writing there have been no accidents at Chouteau avenue this month. Our weekly safety meetings have been changed to semi-monthly meetings, and every one of the employees is requested to make talks on accident prevention. Much good have come out of these meetings.

Frank W. Schoenneman, day stationary engineer, is the proud grandfather of Mary Ann, who came to live with Mr. and Mrs. Leslie Prichard, on August 31. Mrs. Prichard is Frank's daughter.

That smile on Emery H. Bumgarner's face has grown a lot since the arrival of little Peggy Ruth, who came to the Bumgarner home on August 31.

Martha Jean is the name of the black-haired baby girl who came to live with Mr. and Mrs. Neal O. Garner on September 11th. Neal is a first class machinist, working the air job.

Proud and happy is putting it mild, when the writer announces the arrival of Josephine Augusta Reed, who became

a member of the Frisco family on August 29th.

With all these announcements we should work up a page of St. Louis baby pictures.

Dewey Johnson is all happy and smiles the past two weeks on account of his wife and daughter, Charline, and son, James, who have been tending the farm in Jackson, but are now visiting with Dewey in St. Louis.

Lola, daughter of engine inspector V. V. Chapman, who with Mrs. E. H. Chapman, wife of machinist at the west shops, have returned from an enjoyable trip in California. Lola reports a wonderful excursion on a glass bottom boat while on a trip to the Catalina Islands. They also report that the train service going both ways was excellent.

James Hall, second class tank man, is spending a two weeks' vacation at West Plains, Mo., and points in Arkansas, visiting with the home folks.

Andy Holmquist will be working in Amory, Miss., by the time this goes to press, as he is making preparations for moving to that point from Chouteau avenue. We are for you, Andy; there is nothing like being at home.

LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

G. C. Hughes, general foreman, is spending his vacation visiting friends in Fayetteville, Ark., and other points.

D. B. Ege, staybolt inspector, wife and son, Bobbie, motored to Springfield.

H. W. Fuller, locomotive inspector, wife and sons, Frank and John, visited in St. Louis.

Bernard Hendrix, supplyman, and family, visited Conway recently.

Orville Larimore, second class machinist, of Springfield, and family, visited Sam Medlock the week-end and Labor Day.

Henry and Otto Hill, of Oklahoma, and their families visited Jack Hill.

O. J. Painter, first class machinist of Springfield, and wife, visited Newburg Labor Day.

H. W. Fuller, chairman of No. 32, attended the system committee meeting at Springfield. He reported a very interesting meeting and business of importance transacted.

"Snapper" Garrison, roundhouse foreman at Monett, visited friends in Newburg recently.

Jack Hill, second class boilermaker, has traded his egg scrambler, milk shaker, gas eater, and puddle jumper for a new tudor sedan, Model A Ford.

L. I. Buffington, clerk, has bought one of those gas eating, puddle jumping chariots and moved out on the road leading to Highway 66.

Sherman Yelton, grease cup man, has traded his Ford for a 1928 Chevrolet.

Chas. Fitzgerald, first class car repairer, purchased a twenty acre farm near the city limits.

Homer Stogsdill, coal chute laborer, had fingers on both hands badly mashed.

Callor Moore spent a week fishing and hunting on the Gasconade River at Trox Rocks. He and the several friends who accompanied him reported very good luck fishing and hunting.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Clifford Keiser, night roundhouse foreman, is at present on vacation, and we understand he is making trips to nearby places of interest.

Lucille, the six-year-old daughter of Burl Hough, stokerman, has been sick, with a severe attack of tonsillitis. We are glad to say she is at present recovering nicely.

Lucian Ramey, machinist, was a near victim of auto thieves several nights ago, who took his car out of the garage and pushed it away quite a distance, but failed to get it unlocked and abandoned the attempt.

Jesse Russ, machinist, has returned from the Pacific coast, where he visited

several places of interest, including Catalina Islands.

Homer Brumley, supervisor of air work, is also on the job again after an extended trip to the Pacific coast and many western states. He reports a great time.

William "Blondie" Dugan has been off sick for some time, but is again on the job, this time watching engines at the passenger station.

Frank "Pap" Kirk is a recent purchaser of a Willys-Knight touring car. Mr. Kirk is also making extensive repairs to his residence at 916 Rogers avenue.

David Ragsdale, engine watchman, is a past month's purchaser of a home, having bought the property at 725 Ildereene Drive in Aree Acres.

Charles Dodsden, machinist, is stepping on the gas in a new Studebaker four-passenger coupe.

Oliver Derrick, grease cup man, recently spent several days visiting a daughter at Coffeyville, Kansas. John Derrick, a son, who is a machinist on the day shift, accompanied him.

J. P. Rader, machinist, on the day shift, is on a sixty-day leave of absence at present and is spending the time in the country.

Mrs. Ezra Woods has been confined to a local hospital for some time where she underwent an operation. We are glad to say she is improving nicely at present. Mr. Woods is a truckman on the second shift.

Wesley Kimble, boilermaker, on the third shift, is the proud daddy of a 7½-pound girl, who has been christened "Opal."

Harley Stokes, inspector on the third shift, is going fishing every once in awhile in a new Model A Ford coupe, which he recently purchased.

Tom Brown, machinist, recently showed the proper spirit for the Frisco when he was approached by two parties seeking information about busses to Kansas City. Mr. Brown talked them into making the trip by rail, and at the risk of being late to work took them in his car to the depot where they secured tickets.

Raymond, the son of W. J. Lozar, machinist, left September 1st to attend for one year the Wisconsin State University at Madison, Wis. This scholarship was given him in honor of his exceptionally high grades at the local state teachers college, where he recently finished.

Arle Luttrell, boiler washer, recently spent several days at Linn Creek, where he visited his parents.

LOCAL No. 19—MEMPHIS, TENN.

J. H. LONERGAN, Reporter

Lex McGee, car carpenter, is confined in the St. Louis hospital where he is receiving treatment for an infected leg.

W. S. "Lasses" Nesbit, car repairer, has returned from the St. Louis hospital.

D. P. Henley, pipefitter, tells a good one on his wife and son, Junior. The latter were visiting relatives in Billingsley, Ala., where they were well fattened on chicken and watermelons. Hoping to lose some of the excess weight, they tried to ride it off on the train, and when they arrived in Memphis decided to go to the picnic in Springfield. D. P. says they weigh more than ever now.

Several members of Local 19 attended the system picnic held in Springfield on Labor Day and report having had a splendid time.

Mr. and Mrs. E. H. Nobles are celebrating the arrival of a fine baby boy. Mr. Nobles was formerly of Chaffee, but was transferred to Yale.

W. L. Jordan, roundhouse foreman, is on his vacation. Night Roundhouse Foreman Holmes is taking his place and W. H. Motes, machinist, is relieving Holmes.

We were sorry to part with W. H. Gimson, former general foreman, although we are glad to hear of his promotion—superintendent of the North Shops at Springfield. We will miss Mrs. Gimson, too, as she as well as Mr. Gimson was very active in all the dances and picnics. We wish both of them health and happiness.

J. W. Price, car carpenter, has re-

turned from several weeks' vacation at his old home town in Indiana.

F. A. Platt, car repairer, is confined at his home on account of illness.

J. H. Norton and family have returned from a three weeks' vacation in Birmingham.

D. E. Henderson, derrick engineer, has been on the injured list for the past six weeks. He was in Chaffee, Mo., most of this time.

Monroe Stewart, third class machinist, spent a week in Wisconsin hunting and fishing.

Antoinette Marie arrived at the home of Mr. and Mrs. Walter E. Dold the other day and old "Dold" hasn't been the same since. He is still a good indoor ball player, even if his mind isn't on his business.

G. W. Buckalew, machinist, who was injured by a fall, is back on the job again.

J. H. Stewart, car carpenter, is spending his vacation with folks around Monett.

J. B. Meadows, car carpenter, who was injured last November, is back with us again and looking fine.

W. W. Hull, car carpenter, has returned from a two weeks' vacation in Monett and other points west.

G. T. Youell, blacksmith, has returned from a sixty-day vacation spent in Montana and Washington. He reports the apple crop and hard cider in Washington as fine.

J. G. Hamilton, car inspector, is taking a two weeks' vacation.

J. J. Hazel, coach carpenter, has a Nash sedan.

E. F. Tuck, former roundhouse foreman at Kansas City, is our new general foreman. The fellows here hope that he will like us and our city and wish him the very best of luck and happiness in Memphis.

JOPLIN, MO.

ROGER C. FLETCHER, Reporter

Frisco passengers and friends on entering the passenger station will kindly notice it has been redecorated. Also the boilers used in the heating of the building are being overhauled before cold weather sets in.

Mr. A. C. Defries and small daughter paid a short visit to our store department on the 16th.

Mr. Ross Crawford, dispatcher, is driving a new Oldsmobile he has just purchased.

Seems the past month has been a good one for the auto salesmen. Besides Mr. Crawford, George Bailey is driving a new Hudson; George Earls, operator, is driving a new Pontiac, and Fred Lee is driving a new De Soto.

R. W. Outland, car foreman, his wife and two daughters and his wife's mother, Mrs. Jackson, motored to Colorado Springs and to within three miles of the top of Pike's Peak on their vacation recently. Outland said he would have driven to the top but the air was so light his Whippet got short of breath.

Carey Grieb, air brake man at Ruth yard, and his wife are spending some time and money seeing Colorado and Utah by rail.

Mr. R. L. Carpenter of the car department has been enjoying a visit of his mother and father from Trinidad, Colo.

Mr. G. L. Seanor, general foreman at the roundhouse, has been on his vacation and spent a few days on Lake Taney-como and said while he was there the "willow flies came out," so fishing was good.

H. R. Jones was foreman in Mr. Seanor's absence.

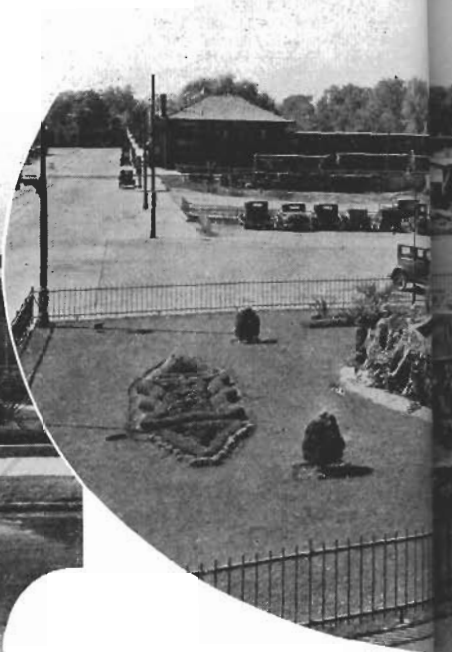
L. A. Henshaw, yardmaster, has returned from a thirty-day vacation.

W. H. Maxton, night yardmaster, is enjoying two weeks' vacation in and around home.

Mr. Jack Young of Fort Scott is working on the interchange job here at present.

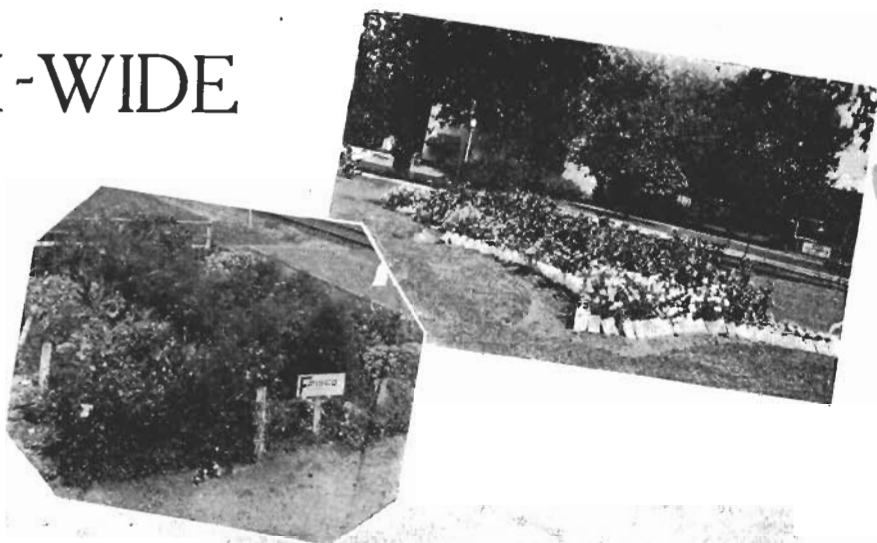
Herbert F. Benedict, chief clerk to Mr. T. A. Coleman, sure believes in going places and seeing things. He and the Mrs. sure covered some territory during

HONORABLE MENT FLOWER AWARD GARDEN



Photos appear in the
garden plots on L.
"Honorable Mentions"
Top row left to right: Rosedale, Okla.,
Winfield, Kans., and
Sacola, Fla., Springfield, Mo.
Bottom, left to right: Imboden, Ark.,
Okla., Rosedale, Okla., and

ION IN SYSTEM-WIDE CONTEST D TWELVE DENS



On this page are of
o Lines which won
in the flower contest.
Rogers, Ark., Wil-
den City, Mo., and
left to right: Pen-
d, Mo., and Hayti,
right: Perry, Okla.,
erry, Kans., Tuttle,
and Sapulpa, Okla.



his vacation. He was heard to remark that San Antonio was "some berg" to say nothing of San Diego, Los Angeles and Denver. Glad you and the Mrs. had a good time, "Herb."

On the new time card T. A. Sweeney will work on the third trick on the car inspection job at the coach yards.

Dining car service will again be resumed between Joplin and Wichita on Trains 311 and 310 on the new time card.

Roy Helms, lineman, is back on the job after spending ten days in Colorado.

Mr. L. S. Baney and family entertained Mr. and Mrs. H. C. Norman and daughters and Mrs. Gordon Mungall of Montgomery, Ala., the last two weeks of August. The first of September Mrs. Baney went to Seneca for a week's visit to her aunt, Mrs. Laura De Weese.

Mrs. A. W. Nelson, wife of engine inspector, enjoyed a motor trip from Joplin to Hastings, Nebraska, with her daughter, where she will visit for several weeks before returning by rail.

Mr. McCaffrey, general car foreman, and Mr. Gene Moore, traveling car inspector, were here on the 6th.

Mr. Victor Pack, piecework checker at Kansas City, was in Joplin the first of September to attend the funeral of his step-father, Mr. James Danberry.

H. R. Jones, of the roundhouse, and his wife spent Labor Day at the "big feed" in Springfield and had a very enjoyable time.

Mr. E. L. Sharp, night machinist, attended the system committee meeting of the F. A. of M. C. and C. D. Employees at Springfield the 9th.

We have three members of our Frisco family in the hospital at St. Louis. They are Mr. L. E. Galloway, engineer, who is recovering from a major operation; Mr. U. G. Boyd, supply man at the roundhouse, for an operation for chronic appendicitis; and R. W. Outland, car foreman, who was rushed there on the night of the 11th, suffering an acute attack of appendicitis. Last reports were that all are doing nicely.

Mrs. Earl Lynch, wife of the engine watchman at Cherryvale, Kansas, and formerly of Joplin, is in the hospital suffering from a nervous breakdown. We understand she is improving slowly but surely.

Art Duncan, storeroom man at Ruth yards, was in Pittsburg, Kansas, from the 1st to the 15th of September, relieving Mr. Vale, storekeeper, who was taking his vacation. Mr. V. M. Black is working the Ruth yard job, and Mr. James C. Leary, extra man at the freight house, has been working in Black's job at the roundhouse.

Last but not least, our old friend, Bryan Garber, hostler helper, was passing around cigars lately and receiving congratulations upon having taken unto himself a wife. He was married to Mrs. Icel Agan of Cartersville, Missouri, on the 17th of August at Neosho.

NORTH SHOPS—SPRINGFIELD, MO.

SHERMAN W. ELLIS, Reporter

Mr. W. H. Gimson, of Memphis, Tenn., has been transferred as superintendent of this shop. We welcome Mr. Gimson to this shop, although we regret very much the loss of our former superintendent, Mr. H. J. Ray, who has been transferred to Tulsa.

Pat Stenger, electrician apprentice, returned to work after a two weeks' vacation spent with his parents, Mr. and Mrs. P. L. Stenger, of Sherman, Texas.

J. D. Dolson, machinist, was injured Monday, September 2nd. While working at his lathe on a brake hanger, one end came loose, striking him on the right side of his face and neck, cutting an artery which almost caused him to bleed to death before he got medical attention. He is reported recovering very nicely.

The White motor bus, which was given a complete overhauling at this shop, has been sent to Memphis for service at Yale.

Jim Burns, motor car foreman, returned to his duties September 9, following a two weeks' vacation.

Mr. and Mrs. Wm. Denick report the birth of a 7 1/4-pound boy, born September 7. He has been named Arthur Earl.

Cecil McCullough, electrician, who finished his apprenticeship at this shop some three years ago, is again employed as traveling electrician.

Harry Alexander, machinist apprentice, spent several days visiting in Kansas City the first of September. He may be married now, but we don't know for sure.

Sherman Ellis, Jr., son of S. W. Ellis, electrician, visited with his great grandparents, Mr. and Mrs. G. A. Mills, at Weatherford, Okla., recently.

Tim Regan, machinist, resigned September 12. He having bought a filling station in the down town district. Mr. Regan expects to devote all his time to his new business, of which we wish him success.

Geo. Offenbacher, machinist, has purchased a new Pontiac coach.

Jim Vanhook, day watchman, noticed that a certain car had been left parked on the shop parking space several days. He asked Mr. Collins, chief clerk, to telephone the sheriff's office and report the car. In a short time Mr. Collins was presented with \$25 reward, that he split with Mr. Vanhook. Not so bad for a phone call.

LOCAL No. 7—FORT SMITH, ARK.

LEE W. CAVINESS, Reporter

Brother Emmet Hoopaw, carman, and family spent a very enjoyable vacation with relatives and friends in Little Rock and vicinity recently.

Brother George C. Shields, boilermaker, and family attended the picnic at Springfield, given by Locals Nos. 1 and 2. They reported a pleasant time.

Brother H. E. Burgess, division chairman, also attended the picnic at Springfield Labor day.

Local No. 7 is proud of the 89 members we have. Our local is 100 per cent.

Brothers Wm. E. Centers and John B. Maledon have purchased new Fords.

Brother Carl Dudley, sheet-metal worker, of Amory, has been filling the place of Lee Caviness, who has been off for several months on account of illness.

M. L. Sexton, president of our local, attended the annual convention of our organization, held at Springfield September 8th to 10th.

New officers for our local were nominated at last meeting in September. It is hoped that a large attendance will be on hand to vote for their choice of officers to handle the affairs of our local at the first meeting in October.

Brother John N. Coley, blacksmith, and family had as their guests over Labor Day relatives from Tulsa. Mrs. Coley and children have just recently returned from a three months' visit with relatives in California.

Brother J. G. Beller, boilermaker, and family are visiting in California at this time. They expect to return about the middle of October.

The members of Local No. 7 are taking this method of extending their best wishes to Brother Ernest Stringer and family of Albuquerque, N. M.

We are all thankful for the fine rainfall we have been getting of late, to break one of the longest dry spells we have had in several years.

Business on the Central Division is booming, and the outlook is for the continued amount of business for several months to come.

MECHANICAL DEPARTMENT FORT SCOTT, KANS.

HARRY R. BRYCE, Reporter

Mrs. H. L. Moore, wife of back shop foreman, had the misfortune to fracture her arm but is reported to be getting along nicely.

W. H. Whitsitt, assistant night foreman, has returned to work from his vacation.

Clarence Hopkins is back to work after visiting relatives in California.

John Kelly is in Topeka visiting his folks and taking in the State Fair.

Orb Stoner has been transferred to Kansas City as round house foreman. Roy White has been appointed round house foreman at Ft. Scott in Stoner's

place.

L. K. Beaufait took in one day of the State Fair at Topeka.

Mrs. Chas. Heinze, wife of boiler foreman, is getting along nicely after undergoing an operation at Mercy Hospital.

FREIGHT HOUSE BIRMINGHAM, ALA.

ALVIN C. HANSON, Reporter

Herbert Green, check clerk, was called to Lineville, Ala., account death of his father. All employees at freight house sympathize with Mr. Green in his trouble.

Paul Gillian, warehouse clerk, is on his vacation to the cities in Michigan and Illinois while visiting relatives.

L. T. Hatcher and wife have recently moved to their new home at Edgewood, one of Birmingham's most popular suburbs.

Charlie McBride, messenger, has recently purchased himself a new Chevrolet roadster, which he will use on his numerous fishing parties.

Messenger Green is on duty at warehouse during the absence of Paul Gillian, who is vacationing at this time.

All employees wish to express their thanks to the Frisco for the oiling of the dusty grounds around the freight house. This makes working hours more pleasant without the dust.

With the recent movement of King Cotton through and into Bham, the Frisco business getters have another chance to show their "Pep", thereby making J. J. Cummins, agent, wear his Sunday smile during the week days.

With the recent rains and the prospect of cooler weather in the near future, the sand house committees have shifted their conversations from baseball to football during the noon hours.

OFFICE SUPT. TERMINALS SPRINGFIELD, MO.

NORMAN HINDS, Reporter

Maurice Wilson, yard clerk, has left the service of the railway to enter the Georgia Institute of Technology in Atlanta, Ga. We are sorry Maurice has left us as he was extremely popular with everyone.

George Kirkham, switchman, is having a home erected on Weller avenue. Mr. Kirkham is the second yard employee to locate on Weller avenue, as Virgil Dorris recently purchased a lot on that street and is contemplating building a new home there.

J. P. Kerr, yard clerk, has returned to his duties after being off duty a fortnight due to illness.

W. H. Ritter and Mrs. Ritter have returned home after enjoying a vacation which was spent touring northern states and Canada.

The month of August proved to be largest month in car handling in the history of Springfield terminal, as more than 73,000 cars were handled.

Gerald Viggers recently spent a few days visiting friends in Thayer, Mo., and Hardy, Ark.

George Chancellor recently spent a few days visiting friends in Ft. Smith, Ark.

The marriage of Miss Alma Dewitt to Mr. F. J. Clark, switchman, was solemnized September 14. The newlyweds have the best wishes from the terminal employees.

H. L. Bryant has hired out as a switchman at Springfield.

NEWBURG, MO., YARDS

MACK J. COTHAM, Reporter

Jack DonLavy, switchman of Monett, visited in between trains at Newburg September 14.

Harold G. Stoll, clerk, visited in St. Louis a few days this month.

E. C. Murphy, clerk, and wife visited a few days in Oklahoma City recently.

F. A. Moore, switchman, of Oklahoma City, is visiting with his family here.

Homer Stogsdill, coal chute man, had both of his hands badly hurt August 7. He was taken to the Frisco Hospital at

St. Louis, where several of his fingers were amputated.

S. J. Gorman, yardmaster, is spending a week on the Gasconade River, fishing. Herman Fuller is working as yardmaster in his place.

R. L. Brown, switchman, and family left September 15 to spend a few weeks in Kansas City, Mo.

Edward Fuller, son of E. F. Fuller, left recently for St. Louis, where he will attend college this fall.

Mrs. K. G. Still, wife of switchman, spent a few days visiting in St. Louis recently.

C. E. Decker, switchman, was a recent visitor in St. Louis.

Mrs. Harry Scherer, wife of switchman, and children visited in Springfield this month.

WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

Chancy Buckmaster and family visited Mrs. Buckmaster's brothers in St. Louis August 15th and 16th.

Mr. and Mrs. H. D. Mercer of Clinton visited relatives in Oklahoma recently.

Mr. J. R. Herd, uncle of J. A. Jones, died at his home near Fairgrove, Mo., and was buried at Fairgrove on Sunday, August 18th. Mr. Herd was of an old pioneer family of that vicinity.

Mr. and Mrs. Kenneth Adams are entertaining a young man who arrived at their home recently. His name is Sammy. Miss Alene Jones, daughter of Mr. and Mrs. J. A. Jones, is teaching in the schools at West Plains.

Someone met Andy Baker going down the street in Dixon recently with a new clothes hamper all dolled up with ribbons etc., and accused him of starting a laundry, but on inquiry Andy informed them that he was the proud papa of a new boy and if baskets were in vogue instead of perambulators that young man was going to be right up to date. Mother and babe are doing nicely.

Mrs. Charles Robinson and Mrs. Scarborough recently motored to Kansas City and not to be outdone by the average tourist they proceeded to run their car into the ditch. Fortunately they suffered no injury other than to the car.

Miss Leta Mae Robinson, who is a graduate of the Chicago Conservatory of Music, has opened a studio in Springfield. Miss Robinson is the daughter of Mr. and Mrs. Chas. Robinson.

"Jaw" Woods is touring the east on his vacation. He promises us a detailed account of his trip upon his return.

J. N. Stephens is "flashing" a new Chevrolet sedan. Twixt that new radio and his car "Steve" is kept pretty busy over the week ends at home.

George Hollman, reporter for the B. & E. paint gangs, is wearing the championship laurels for the best fish catch of the season, having landed "hissel" a twenty-pound catfish out of the Gasconade recently.

"Beagle" Marrs hurries home each evening now before it gets too dark to see how to drive nails as he is remodeling his house.

Mrs. Rebecca Cook, mother of Mrs. Clyde Hamby and aunt of Chancy Buckmaster, died at her home, seven miles south of Springfield, August 29th.

J. S. Wood, water service foreman, has been in the hospital in Springfield a few days, suffering from a severe cold. At this writing he is improved.

CAR DEPARTMENT KANSAS CITY, MO.

J. N. HARGROVE, Reporter

Vacation time is over and everyone settled down for work for another year.

Business is very good in Kansas City and the force has been increased by putting on five additional carmen the 1st of September.

We all wish to extend our sympathy to W. J. Hardenstine, assistant car foreman and family, in the death of Mrs. Harden-

stine's father, whose body was laid to rest at St. Joseph, Missouri, August 21.

W. J. Fuller, car inspector at Sheffield, took a trip to Denver, Colo., to attend the old veterans' reunion. Grady Segler, labor foreman, relieved him while he was gone.

Charles Sedge, car carpenter, spent a few days at Greenfield, Missouri, fishing. He reports catching one thirty-pound catfish and threw back all that he caught that weighed less than 20 pounds. He doesn't believe in wasting time with these minnows.

Our sympathy is extended to V. K. Pack, piecework checker, in the death of his father on August 22nd.

WEST COACH AND PAINT SHOP SPRINGFIELD, MO.

FRANK SCHELLHARDT, Reporter

Ed Kellogg, mill machine man, recently enjoyed a fishing trip at Lake Taneycomo. He brought back some fine fish stories.

We announce the marriage of Roy Simmons, carpenter apprentice, on August 15th. Congratulations!

George Hunter, mill man, has just returned from an extended vacation trip through the Ozarks. He said it was his first vacation in 23 years.

Jeff Munson, carpenter, has been off for the past month due to an injured foot caused from a fall.

Alex Felling, carpenter, has just traded his old car for a new DeSoto sedan.

Clay Benham, cabinet maker, travels by air now. His latest trip was to Wichita, Kansas, over a recent week-end.

Earnest Waggoner, upholsterer, was married on August 30th. Best wishes for a happy marriage.

Mason Ray, coach trimmer, has been in the hospital for the past few weeks as the result of an automobile accident.

Ralph Knox, piecework checker recently spent a few days in Wichita, Kansas, visiting his son.

LOCAL No. 24—AMORY, MISS.

R. F. DEES, Reporter

Tom Sisk, car inspector, is back on the job after being off account of personal injury.

Boiler inspector, R. J. Sullivan, and Mrs. Sullivan, visited relatives in Springfield recently.

Mrs. Raymond F. Dees, wife of sheet metal worker and pipe man, had her brother as a guest in the writer's home recently.

"Red" J. H. Braman is back on the day shift. "Red" says it sure is good to work day time again.

Ed Grizzle, store truckman, says that he will give the boys ample notice to purchase any gifts they may care to.

Clark Kerr, storekeeper, is composing a song entitled "Oklahoma Bound."

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

A. P. Wells, check clerk, is starting on his vacation, September 15th, and plans to visit Houston, Galveston, San Antonio and Edna, Texas. He and some of his friends at Edna have planned a fishing trip on the Gulf of Mexico.

Louis Bunch, inspector, who has been off a few days on account of his eyes, is expected to be back at work on the 16th.

Florence Marlon arrived at the home of Mr. and Mrs. Sam Hayes, September 5. Congratulations!

Mrs. D. B. Barclay visited friends in Trinidad, Colo., recently. While there she with a party of friends went up in the mountains above timber-line.

Frank Bourn, inspector, is back on the job again after being off sick.

Dan Rainey, freight house employee, is building a nice home at the corner of Missouri avenue and State street.

Pate Sweeney, car inspector, who has been off with a severe case of flu, is back to work again.

Chas. Kelley, check clerk, was off two days with a bruised hand. We are glad to see his smiling face back on the job again.

Virgal Sands, trucker, is planning a visit with his folks and friends at Tallahassee, Florida.

Mrs. Carl Dashney and children have been visiting relatives in Belleville, Illinois.

WEST SHOP MECHANICAL NEWS SPRINGFIELD, MO.

A. H. BISHOP and B. W. BALBRIDGE, Reporters

Ed Baker, until recently lead man in boiler gang No. 1, has left the service.

Joe Jones, lead man boiler gang No. 4, and wife, spent several days visiting relatives in Willow Springs.

Leonard Hughes spent Labor Day with his folks in Mountain View.

Aubrey Hale visited his relatives in Montier during Labor Day.

Mr. Roy Putman has joined the ranks of married men. The bride was formerly Miss Evelyn Flanigan. The entire West Shops wishes them a long and happy life together.

Mr. E. V. Latimer had the misfortune to lose his home by fire August 15th.

Mr. Hayden Campbell and Ed Grunberg spent a week end in St. Louis. Everything went well until Haven lost his quarter and then it was just too bad.

John Rubin, former apprentice of this shop, is now engine inspector at Lindenwood, Mo.

Howard Aikman and his wife spent several days in St. Louis during the latter part of August. Howard recently finished his time in the cab shop.

Mr. Freeman reports that his wife and daughter are visiting at points in California but that they will be back by time that school opens.

Mrs. Ray Thomas was recently called to Oklahoma by the death of a sister.

Mr. Harold Raugh is seen sporting a Chrysler roadster.

Latest reports on the opening day of apprentice school are that it will happen on October 14.

Everit Bach and Richard Seaman are building the new 185 down in Tom Woolridge's gang.

Bob Anderson, machinist, has traded his Ford for a Dodge sedan.

Joe Korn, machinist, reports an enjoyable visit spent with home folks in Mason City, Iowa, recently.

R. J. "Chub" Cowell is much easier to get along with since Mrs. Cowell has returned from a visit to Knoxville, Tenn.

Wallace Crow, machinist, and family visited in Denver, Colo., recently.

Paul Rice, machinist, is all smiles over the arrival of his son, Paul Weir, September 26.

Paul Hassler, machinist, is batching while Mrs. Hassler is visiting in Santa Anna, California.

Harry Peck, sheet metal worker, has a new Chevrolet coach.

Art Burkholz, apprentice, is confined to his home with the flu at present writing.

Bob Elick, tool room foreman, attended the tool-makers convention in Chicago the 2nd week in September.

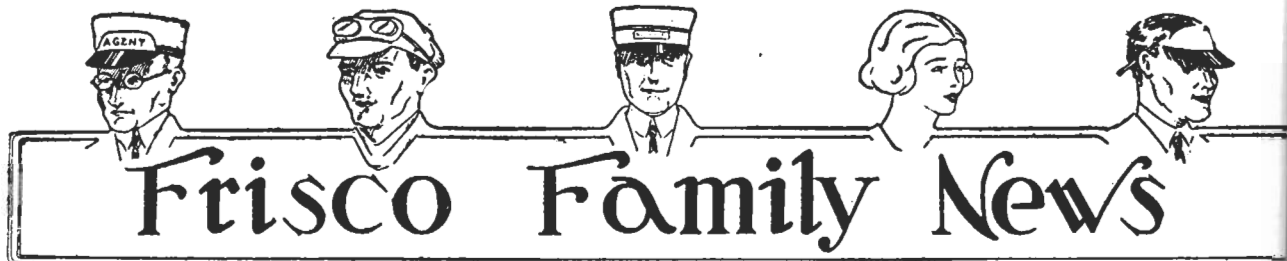
Marvin Buckner, machinist, announces his marriage August 31 to Miss Grace Haines of Springfield.

Charles and Lucile Godfrey of Birmingham have been visiting their father, A. E. Godfrey, boilermaker, for about four weeks.

John Fultz, machinist, has moved into his new home at 809 Eagle St.

Kenneth Tiffany spent a few days with relatives in Branson recently.

R. R. Perry, machinist, has been confined to his home at Marshfield for several days on account of sickness.



Frisco Family News

SOUTHERN DIVISION

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

R. E. Buchanan and little daughters, Earlene and Audry, enjoyed a Great Lakes boat trip for their vacation.

The Frisco ball team are still going strong and recently defeated the Missouri Pacific team 10 to 0.

Joe W. Mahanay and family have engaged a cottage near Inverrary Point, Pensacola, for a vacation the latter part of the month. Know they will have a wonderful time.

Mr. and Mrs. Ted H. Banister, with little son, John, had a nice vacation during latter part of August, visiting in St. Louis, Chattanooga, and other points.

Miss Allie Mae Speight, accompanied by her mother and the writer had a delightful week-end visit with relatives near Newbern, Tennessee, recently. What we did to country ham, hot biscuits, etc., was just a shame. The scales said so.

J. Lloyd Scales had Sunday with the folks at home, at Wardell, Sunday, September 8.

Mrs. H. F. Hastings and little daughter, Mary-Joe, are at home again after spending most of the summer at Hardy.

Mrs. Launa M. Chew, of the Birmingham Traffic Department, was a visitor in Memphis Saturday and Sunday, September 7 and 8.

Miss Lula Manley has returned after a pleasant visit with her sister in New Orleans, La.

Edwin Imboden, Agent, Columbus, Miss., formerly of Memphis, paid us a little visit this month.

Frank Smith, of our city ticket office, returned recently from a vacation in Toronto and other Canadian points. He flashes a receipt for \$5.00 received at the border, but fails to state just what it covers.

Clarence Saunders, of Sole Owner and Piggly-Wiggly fame, used our Kansas City Florida Special service, Memphis to Kansas City, recently, enroute to Los Angeles. He was accompanied by Mrs. Saunders and used Air Line service from Kansas City to Los Angeles. They attended the opening of a large unit of Sole Owner stores.

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

J. E. Springer, Asst. Traffic Manager, and wife report having a wonderful time on their vacation, having gone to New York by boat from Norfolk, via water, New York to Galveston, Texas, visiting with their son and family in Houston, Texas, returning via New Orleans, La.

Edwin Chenoweth, our office boy, has been having to limp around for several days due to a carbuncle on his knee. Edwin isn't playing very much football just now.

J. A. Moran, Superintendent River Division, Chaffee, Mo., visited old friends in Birmingham recently while on vacation. Mr. and Mrs. Moran went from Birmingham to New Orleans, La., for a few days.

Bonnie Chew, son of Mrs. Launa Chew, secretary to Traffic Manager, has just returned from a week's vacation with

relatives in Demopolis, Ala. He was accompanied by his uncle, Bennie Smith.

Fred D. Cross spent several days on Warrior River fishing while on vacation recently. Haven't yet been able to determine the exact size of the fish Fred says he caught.

Ye reporter had a wonderful visit with friends in St. Louis and Memphis while vacationing recently.

MEMPHIS TERMINALS

MARGARET STEWART, Reporter

H. T. Tobin, icing clerk, was off duty the week of August 18-24, taking a much needed rest.

Frank Angell, train crew caller, left September 15 for Manchester and Chattanooga to spend a two weeks' vacation with relatives and friends.

M. K. Pace, terminal trainmaster, took his vacation the latter part of August. We haven't found out just where Mr. Pace went, but he brought back a whole box car of household goods and we understand that he and Mrs. Pace are now enjoying life in a new home.

Joe Sigman, assistant chief yard clerk, was unable to report for duty September 3 and 4 account of illness.

J. T. Luttmann, yard clerk, who recently returned to work after having been off sick thirty days, is again ill. We wish for him a speedy recovery.

Louis Hanover, yard clerk, will leave soon for an extended trip to different points of interest, some of which are Chicago, Milwaukee, New York, Philadelphia, Atlantic City and Washington, D. C.

Miss Thelma Drashman, stenographer in the Mechanical Department, was on her vacation the week of August 26-31.

A. A. Loeffel, timekeeper in superintendent terminals office, was off August 26 for the purpose of playing golf.

Anyone desiring instructions in the art of playing golf apply to Dutch Loeffel, who claims to be the "Champeen" from our office.

Sam Crank, yard clerk, left September 16 for Mountain View, Missouri, to visit his father. Mr. Crank will be gone a week.

Mrs. J. E. Pickler, wife of switchman, recently spent a pleasant vacation in Chicago.

Mrs. H. B. Nichols, wife of switchman, was called to Nashville, Tennessee, recently account of illness.

Miss Bonita Fallon, daughter of M. Fallon, switchman, will leave soon for Fort Worth, Texas, for a visit.

Mrs. H. Cromer, wife of switchman, has just returned from Winona, Mississippi, where she was called the latter part of August, account of the illness of her father.

E. F. Culvahouse, switchman, and Mrs. Culvahouse are spending their vacation in Hot Springs, Arkansas.

Miss Rose Ross, comptometer operator at the Storeroom; Miss Myra Jacobs, stenographer in superintendent terminals office, and ye scribe were in Pensacola September 1 and 2.

O. L. Nance, yard clerk, was off duty September 5.

E. M. Peak, rodman from division engineer's office, who has been working at Yale on AFE 9407 for several months, left the service September 15 to accept a position with the Wabash Railway at St. Louis. We regretted to see him leave, but we wish him every success in his new work.

Have you seen our new bus? Improvements are always being made on the

Line, but the new bus is the best. Say, we have a REAL bus now, we're expecting the employees at Memphis to want to come to Yale to see so they can ride in our bus!

L. H. Davis, former yard clerk, is breaking in as a brakeman.

John Brady, weigh master Yale, had a flying trip to Tupelo September 3 and another to Sikeston, Mo., September 4.

BIRMINGHAM TERMINALS

MRS. NELLIE MCGOWEN, Reporter

Mr. E. A. Teed, superintendent terminals, wife and daughter, Lenore, returned from a two weeks' visit in California.

W. B. McCaffrey, clerk, wife and daughter have returned from Miami, Fla., where they spent a week visiting friends.

W. E. Burrus, yardmaster, and family spent their vacation with Mr. Burrus' mother in St. Louis.

Miss Etta Paul, timekeeper in the mechanical department, is in St. Louis where she was called account illness of her nephew.

J. H. Johnson, clerk, spent Labor Day in Chicago.

Miss Violet Goldsmith and Mr. and Mrs. Keith Allen of Amory, Miss., attended in Frisco Employees' Club Dance at the Birmingham Athletic Club on Sept. 3rd.

Birmingham Terminal can boast of song-writer, same being Odie B. Adkins, switchman. Mr. Adkins has composed three songs, namely, "When You Call Me Sweetheart," "Dear Old Mine," and "Southern Rose." The songs were broadcast recently over station WBRC by Garlin Morgan, baritone.

L. T. Flynn, revising clerk, spent his vacation in Mississippi.

Miss Helen Snetman, stenographer, superintendent terminals office, spent the week-end of August 30th in Adam visiting her sister.

H. S. Gann, clerk, is now in St. Louis hospital. From St. Louis Mr. Gann will go to Phoenix, Ariz., where he will spend some time for his health.

Mrs. Jack Blaine, wife of water service foreman, was called to Thayer, Mo., recently account illness of a relative.

Mrs. L. C. Hathaway, wife of switchman, died morning of Sept. 7th. Her remains were sent to Greenwood Springs, Miss., for interment. She is survived by her husband and two daughters, Christine, age 11, and Christine, age 7. Our sympathy is extended to Mr. Hathaway and daughters in their bereavement.

Charles McGowen, son of Mrs. Nellie McGowen, secretary to superintendent terminals, left Sept. 7th for Auburn, Ala., where he will attend college during the coming winter.

OFFICE OF LOCAL AGENT ALICEVILLE, ALA.

L. S. BROTHY, Reporter

Old man Boll Weevil paid us a visit during August and reduced the best cotton crop prospect this country has in 15 years. The crop is now short, however, the acreage was increased this year over last year and with the present price around 19 cents there will soon be some money in circulation. Our first bale was ginned on August 17th and picking is well under way.

Our new freight house is well under way and we hope to be doing business in it within the next 20 days. The

Keshaw Construction Co. is doing the work.

Asst. Supt. Gabriel, General Agent Crow and Transportation Inspector Bangert paid us a short visit one day last week, and made a motor car trip south from Aliceville.

Traveling Demurrage Supervisor Boughn checked this station on August 29th, 30th and 31st.

Traveling Auditor Harry Johnson made a transfer of the accounts of Aliceville station on August 30th, checking in M. C. Baker and checking out S. T. Meek. T. C. Adams, operator, bumped G. H. Jones off second trick August 30th. H. J. Kellett, regular assigned second operator, reported for duty on September 1st, relieving T. C. Adams.

G. G. Grissett, working third trick since August 20th, account serious illness of wife of M. C. Baker.

The recent change in passenger service on the Columbus sub has increased our ticket business considerably. The public is well pleased with this service.

JONESBORO TICKET OFFICE JONESBORO, ARK.

W. A. SANDERS, Reporter

H. C. Coke, car foreman, and family, spent a few weeks' vacation at Rochester, Minn.

L. J. Brady, roundhouse foreman, and family visited in Canada this summer.

H. T. Wilkerson, agent, Bono, Ark., has been on sick list lately. He is being relieved by J. V. Cathcart, extra telegrapher.

S. B. Musgrave, general line foreman, paid this office a visit recently, he says the telegraph line between Jonesboro and Hylthville will be replaced with new poles and wire.

W. T. Durnham, extra telegrapher, is now working at Grubbs, Ark.

G. R. Hutson, car inspector, and family spent their vacation in the mountains of Kentucky.

Finnis Holt, fireman, and Earl Eason, machinist, spent a few days in Pensacola lately looking the town over.

Wm. Ebbert, engineer, and wife motored to Hot Springs, Fayetteville and other points of interest, while on their vacation.

Bill Millinder, switch engine foreman, and Jack Harrington, switchman, attended the Chaffee-Memphis ball game at Memphis, August 18th.

R. E. Bagent, supervisor agriculture, Springfield, was in Jonesboro recently conferring with Mr. W. T. Lane, Jr.

C. E. Ishmael, chief clerk to agent, left Jonesboro morning August 16th, on vacation. He was driving his car near Paragould and in some manner lost control and car hit a tree, injuring his wife and damaging the car.

F. L. DeGroat, car service agent, spent a few days in Jonesboro recently.

W. A. Sanders, telegrapher, has left on vacation. He will visit in Jacksonville, Key West and Havana, Cuba.

DORA, ALABAMA

F. M. SCOTT, Reporter

John Curl has again given up the Sipsey run and Geo. Beatty has bid it in, but we make a guess that when J. P. goes back to work it will force Joe Henry back into our midst.

Willie B. Lewis enjoyed a week off from work. He came back with his other two teeth missing.

After all these years Luculas C., better known as Dick Easter, made a wild bid and collected a job on the Sipsey run.

Dix H. Lowery took a little flyer on the main stem but finally came to rest on the Dora hole job with Si.

Rodolphus Cooper with his family is visiting his brothers and sister in Tennessee and Mississippi.

Gray Richardson, agent at Debardeleben, got prosperous and got a new Ford. Gray's old car just naturally fell down in the street with him—hence the new car.

Ralph Connell with his better half spent

August with Mrs. Connell's parents in Gleason, Tenn.

John McCabe, son of conductor, was injured when struck with an automobile. He suffered a broken hip and scalp wounds and is confined in bed with a plaster cast.

E. C. Egger, extra clerk from Amory, relieved yard clerk while on visit.

The big axe lopped off another of our gang, the position of helper being abolished.

Mr. and Mrs. J. E. Ryan of Amory visited their daughter, Mrs. Fred Horton, at Summit.

George Gaylor is back in a Birmingham hospital for treatment. George has been off since Christmas on account of sickness.

Mrs. G. O. Gaylor was called to Verbena by the illness of her mother. We trust the illness will not be serious and she will be able to return home soon.

J. D. Wesson, car inspector, was off for a week visiting relatives. He was relieved by Homer Baggett.

E. L. Nerren, engine watchman, spent a recent Sunday with his son, Herman, at Townley.

Jack Nerren and his aunt, Mary Ella Nerren, visited relatives in Bemis, Tenn.

While in Birmingham recently we saw Dr. W. H. Wells, and he announced to us the arrival of a son at his home July 29. Of course his name is William Henry, Jr.

The reporter enjoyed a two-day fishing trip into the wilds of Loss Creek. Not bragging much about our catch.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

C. M. Davis, chief claim clerk, spent his vacation in Tullahoma and Nashville, Tenn., Evansville and Terre Haute, Ind., returning home via St. Louis.

Paul Durif, messenger, accepted a position with Iten Biscuit Company August 13. Verlie Wolf, messenger to and from Yale, has been assigned Paul's work.

Everett Hanover, receiving and check clerk, is sporting a new car, a Chandler sedan.

Mrs. Lella Lenihan, stenographer, spent Sunday, August 25, in Jonesboro.

Mrs. T. E. Bryant, wife of cashier's clerk, was called to Springfield August 26 on account of the illness of her mother.

T. E. Bagwell, rate clerk, and wife spent several days the latter part of August in Bokoshe, Okla., and different places in Alabama.

B. C. Scruggs, assistant cashier, visited with friends at his old home, Bowling Green, Ky., first few days of September.

W. E. Broad, rate clerk of the Revising Bureau, resigned August 30 to accept a position with the Missouri Pacific in St. Louis. We were sorry to see Mr. Broad leave and hope he won't forget the real way to Memphis.

F. L. Aikin, cashier's clerk, and wife spent September 1 and 2 in Nashville, Tenn.

Mrs. Lella Lenihan and Miss Faye Barbee of the Superintendent's office visited friends in Kansas City September 1 and Labor Day. Mrs. Lenihan was also out of the city September 4 and 5, being called to Jonesboro on account of the illness of her sister.

W. F. Corkery, chief clerk, and daughter Josephine, visited his father and other relatives in Champaign and Argenta, Ill., several days recently.

Cecil F. Vaughn, miscellaneous clerk, spent the first week of September in Pittsford, Mich., where his wife has enjoyed the summer. Mrs. Vaughn will return the first of October.

H. A. Markham and wife were called to New York City September 2 on account of the death of Mrs. Markham's uncle. They had just returned from their vacation in the East, a part of which they spent with him.

J. B. Wright, claim adjuster, and family visited relatives in Crenshaw, Miss., first of September.

W. O. Farris, assistant disposition clerk, was unable to work September 10, 11, 12 and 13 due to illness.

W. W. Humphrey, switch order clerk,

entered the St. Louis hospital September 15 for an operation. R. L. Melton, extra clerk, is taking care of his work.

J. F. Wright, chief bill clerk, spent September 15 and 16 in Little Rock, Ark.

The last ball game of the season was played September 15 at Lewis Park with the Fisher Firemen's team, the score being 6 to 3 in our favor. We have enjoyed all the games very much and sorry the season is at an end.

D. E. Creden, disposition clerk, decided he would lay off a few days, starting September 16, which he is spending in Chicago. "Bill" Billings, yard clerk, is assisting the assistant disposition clerk with the work.

Louis Hanover, yard clerk at Yale, was placed on cotton foreman position in this office September 16, the cotton season starting off rather heavy.

TERMINAL OFFICES MAGNOLIA, ALA.

R. S. LATHEY, Reporter

Roadmaster Parsons has now taken up residence at Columbus, Miss., having recently moved his family from Springfield, Mo. We are all proud to have Mr. Parsons and his family with us on the new line.

Mr. B. Robinette, second trick operator, has moved his family to Magnolia from Midland City, Ala.

Conductor Ware is now residing with us account now running on trains 995 and 996. Little by little our population increases.

Operator D. B. Jackson and Miss Ernestine Slade were married August 18th. Here's wishing them the best the world has to offer.

Foreman Rogers, who has been on the sick list for some time, is back on the job. All are glad to see Ben around again.

Mr. W. H. Whitson has been assigned to section R-22, with headquarters at Kimbrough, Ala.

Messrs. Merrill and Mock of the Engineering Department at Memphis, Tenn., dropped in the office a few days ago. Mighty glad to see you boys. Call again.

The new depot at Goodway, Ala., was opened for service September 10, making another addition to the many new facilities on the Pensacola Sub. The track has been restored to its permanent location on the old slide at Mexia Hill.

Rehabilitation work on the old Gulf Power Company line at Pensacola, which is now Frisco Lines, is well under way and will shortly be completed. This adds another good piece of line to the Frisco, making it bigger and better.

Work has now commenced on the new depot at East Aberdeen.

Since last writing there have been numerous industrial spur tracks placed in service between Aberdeen, Miss., and Pensacola, Fla., all of which are giving us more business.

Farmers here and in the surrounding district report the best cotton crop in several years and cotton loading is showing up heavy, giving the locals a very busy time of it.

Fuel Foreman Sims is justly proud of his police dog. Same dog has been the cause of considerable argument as to his pedigree.

The writer has enjoyed the pleasure of Mrs. Lathey's company at Magnolia for over three weeks.

OFFICE DIVISION ENGINEER MEMPHIS, TENN.

C. C. SICKLES, Reporter

J. P. Bruton and wife are vacationing in Colorado this month.

Earl Peak, rodman, has left this office to accept a position with the Wabash at St. Louis. Sorry to see him go but very glad of his advancement.

O. E. Haman has returned from his vacation. He reports having visited in Chicago, Tulsa and St. Louis, and while at St. Louis he paid a visit to the Shirley Booth home.

J. M. Van Dover spent part of his vacation in Powhatan; was unable to learn if he went dove hunting.

BRAKE LEVER BADGE PLATE

THE Brake Lever Badge Plate, also called Brake Diagram Plate, is a new detail on freight cars and will, from now on, be applied on all new cars.

Those of us who are familiar with freight cars and know the importance of proper braking ratio, and are responsible for cars being always equipped with brake levers which will reduce brake-burned and flat wheels, will welcome the new ruling of the A. R. A. Mechanical Division making it *compulsory for all cars being built after August 1st, 1929*, to be equipped with a metallic plate giving the dimensions for all brake levers. This will enable the repair shop to replace missing or broken brake levers by referring to the Brake Diagram Plate instead of drawings which are seldom available at the repair shop or on foreign lines.

The plate gives the location of the holes in all the brake levers on the car and sometimes the length of the brake rods; also carries the Railroad Company's initials and a pattern number.

It is usually made of cast iron and bolted, or riveted, to the center sills near the brake cylinder. Rule 3 of the American Railway Association also states that after January 1st, 1933, all cars must be equipped with the Brake Lever Badge Plate.

J. P. Bruton attended a meeting of the Arkansas Safety Council at Little Rock, August 29. He also attended a meeting of the Mississippi Railroad Commission at Jackson, Miss., August 6.

C. G. Gregg left this office to return to Washington University.

W. D. Mock has accepted position of chairman.

John Sickles spent Labor Day visiting some folks at Willow Springs.

"Tubby" Gilbreath visited in Silkeston and Oceola latter part of August.

Glad to report that Roadmaster J. K. Moore has recovered sufficiently to return to work. Acting Roadmaster J. D. Reeves returned to his section at Sulligent, Ala.

Gilbreath has been promoted to position of rodman, formerly held by Earl Peak.

Five miles of additional double track between Harvard and Clarkdale, Ark., being constructed by Reid and Lowe, will be placed in service Sunday, September 22.

Division Accountant's office has experienced a general shake-up recently.

Everyone seems to be catching on to the work and will shortly be running smooth again.

Miss Ione Shearin has accepted the position as stenographer made vacant account Miss Ila Cook being assigned to the stenographer's position at Chaffee. Sorry to see Ila leave us, but am sure she is glad to get back home, and we hope Ione will like the work.

Chas. R. Fite is mastering the general clerk's job made vacant recently when Lawrence Thompson was assigned to the St. Louis office.

C. E. Reid, completion report clerk, recently visited his parents at Lake City. He reports his mother is improving and we hope she is soon entirely recovered.

Rollin A. Kepler has been assigned position of general clerk. Maurice Rousch formerly held this position but bid in a job at Chaffee.

Miss Julia M. Gossett has been assigned position of comptometer.

C. W. Skates, traveling accountant, has been with us checking joint facility bills.

W. D. Jones, traveling accountant, is in Memphis making general check on the Tale facilities and closing out completion report on the Yale work.

Diamond Cave and other places of interest in Arkansas. Mr. Collette says he did not have much trouble getting through "Fat Man's Misery" in Diamond Cave. We think he was planning on this trip and went on an eighteen-day diet. Mrs. Collette and son are now visiting in Beloit, Wisconsin.

S. T. Cantrell, superintendent, and

Mrs. Cantrell, have just returned from a two weeks' visit in Winston Salem, North Carolina.

Tim Krone, stenographer-clerk in general agent's office has been enjoying a fishing trip around DeQueen.

Mr. and Mrs. Henry Stierwalt announce the birth of a son. Oh, yes! his name is Henry, Jr. Congratulations, Henry.

MEN OF STEADFAST PURPOSE



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a course of average length has spent over 700 hours in study, under competent instruction. He has read some 2000 pages of text, and turned in between 40 and 50 written papers. Furthermore, he has demonstrated that he has character—the ambition and the grit that every employer likes to see in his men.

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CENTRAL DIVISION

OFFICE OF SUPERINTENDENT
ENGINEERING DEPARTMENT
FT. SMITH, ARK.

PAULINE SMREKER, Reporter

E. P. Olson, dispatcher at Hugo, Oklahoma, has been appointed trainmaster at Hugo, vice X. R. Campbell, who has been appointed assistant superintendent of Texas lines at Ft. Worth, Texas. Here's wishing them both success.

G. L. Presson, trainmaster, and family spent two weeks in Yellowstone National Park. While we were sweltering with heat Mr. Presson says he had to drain his radiator to keep it from freezing.

C. L. Mahan, general foreman B&B, and wife are visiting their daughter in Long Beach, California.

H. M. Booth, assistant engineer and family have been visiting in Chicago, Minneapolis and Des Moines. Mr. Booth returned home after a two weeks' stay while Mrs. Booth and two daughters remained in Des Moines for an extended visit.

We regret to announce that E. E. Carlock, who has been head timekeeper on this division twenty-one years is going to Springfield as general clerk in the Accounting Department. We wish to extend Mr. Carlock our best wishes.

E. Walter Smith, chief clerk to the superintendent at Chaffee, Missouri, and former chief clerk on this division, paid us a short visit recently.

E. L. Collette, division engineer, Mrs. Collette and son Elmon spent two weeks in Hot Springs, Little Rock,

Employees of this Road will receive a Special Discount

Katherine Vogel, chief clerk's stenographer, is spending two weeks seeing the sights in Chicago and Detroit.

Johanna Ruge, stenographer in division freight agent's office, reports a wonderful time in San Antonio, Texas, where she visited her brother and family.

H. V. Yerby, draftsman, and Mrs. Yerby have just returned from a vacation trip. Their itinerary included Houston, Ft. Worth, Dallas and Broken Bow, Okla.

Just a few minutes before this report was ready to be mailed it was announced by J. Johnson Ehling, maintenance clerk, that he had resigned, effective immediately, account accepting position of secretary to vice president and general manager, Mr. Louis Barry, of the Ft. Smith and Western Railway Co. We indeed regret to hear this as "Joe" always kept everybody in a good humor. However, we wish him all the luck in the world in his new position.

STORES DEPARTMENT FORT SMITH, ARK.

GRACE HEYBURN, Reporter.

Bill Harrison busied himself while on his vacation in touring around from town to town; hitting all of the surrounding territory, including Fayetteville, West Fork and Winslow. He says his emulation of the "Vanishing American" was almost perfect—he passed out every nite.

Pat Jackson, while roaming through the Ozarks squirrel hunting, became lost and coming upon a native of the hills inquired how to get to several different places, to which he got the answer, "I don't know." After some questioning Pat said, "You don't seem to know very much." Whereupon the native replied, "Waal, I ain't lost," and walked away.

Mr. J. S. Smith, representative of the Manning, Maxwell and Moore Company, was a recent visitor in Fort Smith.

Mrs. Earl Johnson and young daughter Betty have returned from Hugo where they were the guests of Mr. and Mrs. Henry Johnson for several weeks. Earl went to Hugo Saturday and accompanied them home.

Irene Woestman selected Saint Louis for her vacation and reports having had a very wonderful time. While in St. Louis Irene was maid of honor for her cousin, whose marriage occurred on July 20th.

Mr. and Mrs. Wm. F. Griggs were called to Springfield the latter part of July on account of the serious illness and death of Mr. Griggs' grandmother.

A recent visitor in this office was L. V. Cochran of Memphis.

Mr. and Mrs. Andrew Jenkins have returned from a visit of several days in Galveston and other points in Texas.

OFFICE OF GENERAL AGENT OKMULGEE, OKLA.

THELMA I. COBB, Reporter

Mr. Charles A. Beard, operator and ticket clerk at this station, with Mrs. Beard, has just returned from an extended trip through Canada, Washington, Oregon and California, stopping off at the principal cities. They report a very pleasant and interesting trip.

Operator J. E. Moore has been working here for the past few weeks during the absence of Operator Beard.

Mrs. Thelma Cobb, accompanied by her mother, spent Labor Day with her brother and family at Ardmore, Oklahoma, stopping enroute at Sulphur Springs.

Mr. J. E. King, yardmaster, has returned from his vacation which he spent

most of the time in Texas, visiting at Sherman enroute to Houston.

Mr. G. A. Brundidge, general agent, attended the Freight Claim and Accident Prevention Meeting held in Tulsa September 10.

Mr. H. T. Wood, chief clerk, and family, motored to Sasakwa the week-end of September 14 to visit with relatives.

Earl Wilhelm, the small son of Mr. and Mrs. Key F. Wilhelm, is recovering from a few days' serious illness.

Miss Helen Trone, of Sapulpa, is now occupying the position of Expense Bill Clerk at Okmulgee. Mrs. Thelma Cobb was recently assigned to the new position of general clerk at this station.

MECHANICAL DEPARTMENT FT. SMITH, ARK.

IRENE WOESTMAN, Reporter

Cooler days bring the realization that vacation time is about over, and among the last to take a few weeks' rest was Mr. J. D. Heyburn, who, in company with Mrs. Heyburn, went to their favorite resort, Hot Springs National Park.

Mr. and Mrs. J. C. Maxwell, yard engineer, and wife, spent several weeks in Colorado, Washington and Oregon. While in Seattle, Wash., Mr. Maxwell became ill, which caused them to return home before completing their visits.

Mr. and Mrs. W. H. Hodges, hostler, and wife, have just returned from an extended trip through the West, which included a boat trip into Canada.

Miss Grace Heyburn, stenographer in the Store Department, spent the month of August visiting in Chicago, Detroit, Boston, New York City and Hartford, Conn., and reports having a most delightful trip. While in Hartford she was the guest of Mrs. Donald Brassill, who will be remembered as Miss Kathryn McMahon.

Mr. and Mrs. C. B. Monroe and daughter, Olive, are visiting with relatives in Battle Creek, Mich. Mr. Monroe is engineer on the Arthur Sub out of Fort Smith.

Mr. S. C. Cole, road foreman of equipment on the Central division, is moving his family from Sherman, Texas, to Fort Smith, Ark., where they will now reside.

Our sincere sympathy is extended to Mr. John Liddell in the death of his wife, which occurred on August 27. Mrs. Liddell had been ill for some time and was in a local hospital the greater part of the summer.

James Heyburn, Jr., has gone to St. Mary, Kansas, where he will re-enter St. Mary's College for the coming school term.

Another benedict in the roundhouse—no one else but the caller, Mr. Henry C. Jones, who slipped away to Tulsa and was married. Mr. and Mrs. Jones went to Florida on their honeymoon, and have now returned to Fort Smith, where they have an apartment on Grand avenue. We all wish them the greatest of happiness.

TEXAS LINES

V. P. & G. S. OFFICE FT. WORTH

MARY BESS SMITH, Reporter

The banquet held in honor of the baseball club, Monday evening, August 19th, at the Westbrook Hotel, was a decided success. This was due primarily to the efforts of Mr. R. E. Evans, Manager of the Frisco Baseball Club, and Mr. W. O. Moore, President of the Frisco Employees' Club. Another thing which contributed in no small part to the success of the Banquet was the generous response from the friends of the ball club and the members of the employees' club in the matter of buying tickets; some purchasing extra tickets and others paying for one or more even though unable to attend. The attendance at the banquet, although not large, was representative. There were forty-two present, including nine mem-

bers of the ball club; Mr. R. E. Evans, manager of the ball club and toastmaster; Mr. W. O. Moore, president of the Employees' Club and first speaker of the evening; heads of the various departments, and some twenty-five other employees with members of their families and friends.

Following dinner a short musical program was rendered, including several selections by the McReynolds Trio, local radio artists; song and dance numbers by Little Miss Katherine Jones, accompanied by Miss Dorothy Jones, and seven violin selections by Mary Bess Smith, accompanied by Miss Jones.

In conclusion, everyone was anticipating an enjoyable evening and was in the spirit for it, and we were certainly disappointed.

Necessary alterations are nearing completion for our new office quarters in the Sanger Building, and we can hardly wait to move in. "It won't be long now," we understand it is to be in the very near future.

Mr. R. E. (Bob) Evans has just returned from three-day fishing trip in Menard and reports he caught all the fish he could take care of.

Miss Ethel Freeman, chief clerk claim agent, has returned from an enjoyable trip spent on the Pacific Coast. During her trip Miss Freeman visited with Miss Alba Wemys-Smith, former secretary to Mr. W. O. Moore, and reports a very delightful time spent with her.

Mrs. W. O. Moore and daughter, Jean Marie, have returned from a vacation with friends and relatives in central and northern Illinois.



It seems impossible, but the accompanying picture is guaranteed to show a one-night catch of channel cat in Brazos creek near Eden, Texas. The fishermen are H. Thomas, the Frisco's night foreman, J. H. Powell and Vernon James of Eden.

If it's true—there's no need for poiting in the old fishing tackle while en route to Texas—the stream will have to be stocked again!

Out of the night comes dawn,
Out of sympathy comes service.

Mrs. C. L. Forster, Funeral Home

No. 918-920 Brooklyn Ave.
KANSAS CITY, MO. Benton 6336

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

Lee Ford of Tulsa, Okla., made us a brief visit on August 28. He was enroute from Dallas to Tulsa. Lee formerly worked in the master mechanic's office as steno, but is working for an oil company at Tulsa now.

J. J. Fortner, section stockman, was called to Moberly, Mo., on account of the illness of his daughter recently.

Mrs. H. R. Glascock and son have returned from Houston, Texas, where they visited several days.

Gene Russel has taken the position of messenger, which was made vacant when Horn quit to go to school at Tyler, Texas.

Mrs. C. V. Montgomery and daughters, Dorothy and Kathyleene, have returned from a few days' visit at Kaufman, Texas.

Mr. and Mrs. L. McMillan, chief clerk, and wife, have been visiting with relatives at Port Arthur and Dallas. Mr. McMillan has returned to work now and says he enjoyed his vacation very much.

A marriage of much interest occurred on Sunday, September 8, when E. H. (Scotty) Russel of Springfield, Mo., and Miss Nina Fay Veazy were married. The wedding took place at the home of the bride's parents and they left immediately for their home in Springfield. Scotty formerly worked in the master mechanic's office as steno.

Miss Gerthal Guin, daughter of K. P. Guin, storekeeper, and Miss Artie Mae Sweet, daughter of Fireman E. L. Sweet, left September 16 for Denton, Texas, where they enrolled at the North Texas State Teachers' College for the coming term.

TRAFFIC DEPARTMENT FT. WORTH, TEXAS

CORLYNE PLEDGE, Reporter

Mr. Harry Granger, who is head of our entertainment committee of the club, is all pepped up about the affair that is being worked up to be presented sometime in October. More power to you, Harry.

Mr. H. L. Law spent his vacation on the Cisco Lake and had some wonderful bites, such as mosquitoes, fish, chiggers and what-not.

Mr. G. L. Oliver and family spent their vacation in Chicago and report a very enjoyable time, although Mr. Oliver spent most of his time conferring with the doctors.

Mr. J. E. Steele went fishing on his vacation and didn't even bring back a fish tale. Says they just didn't bite, and anyway it was too much fun just resting to bother much about fish. Whatever he did, it certainly agreed with him, and he is looking perky and as brown as an autumn leaf.

Mr. W. T. Minor and wife are vacationing in Denver and we are sure they are enjoying the cool climate.

My vacation was a huge success and everybody has heard plenty about it here. Spent only six days in New York City, but the trip up there, with stops at St. Louis, Chicago, Buffalo and Niagara Falls, and the return trip, with stops at Washington and St. Louis, made up for any feeling that the time in the big city was short.

CLAIM DEPARTMENT FT. WORTH, TEX.

ETHEL FREEMAN, Reporter.

Mrs. G. G. Beckley, wife of Claim Agent, Mr. G. G. Beckley, and granddaughter, Maude Esther Seward, has returned home after spending the summer with Mrs. Beckley's daughter in Los Angeles, Calif. Miss Seward expects to enter school here this fall.

Mr. E. V. Maxfield, Assistant Claim Agent, is spending his vacation fishing on the banks of the much talked of Caddo Lake. Presume, however, he'll be like all the rest of them that go fishing, come back with the big fish stories instead of the real thing.



Put THAT in your pipe, and enjoy a real smoke

LLOYD DAVISON has just handed his can of Edgeworth to Ernie Bain, saying: "Help yourself to a pipeful of *that*. Boy, it's real tobacco."

Has Ernie any doubt about it? Not that you can notice. Lloyd and Ernie and John Loy are employed at the 47th Street shops of the Rock Island in Chicago. Like most railroad men, they appreciate the advantage of being sure-footed and clear-minded. So they find their smoking enjoyment in pipes.

Of course Lloyd and Ernie and John smoke Edgeworth regularly. It's the railroad men's favorite smoking tobacco. Millions of other men prefer it, too, for its sweet and fragrant mellowness.

Edgeworth is on sale everywhere. You'll find it at commissary stores, camps, and stations. Put up in two forms: Edgeworth Ready-Rubbed, and Edgeworth Plug Slice, if you like to rub up a pipe-load at a time. Both in various sizes, from handy pocket packages to pound humidors tins.



Free Offer to Railroad Men

If you have never smoked Edgeworth Ready-Rubbed Smoking Tobacco, let us send you a free trial helping, so that you may put it to the pipe-test. Send your name and address to Larus & Brother Company, 27 S. 21st Street, Richmond, Va.

On your radio—tune in on WRVA, Richmond, Va.—the Edgeworth Station. Wave length 270.1 meters. Frequency 1110 kilocycles. Special feature: The "Edgeworth Club" Hour every Wednesday evening at nine o'clock Eastern Standard Time.

RIVER DIVISION

CAPE GIRARDEAU, MO.

INEZ LAILL, Reporter

Our deepest sympathy is extended to Wilson Oakes, Brakeman on 875-876, whose mother died September 3, 1929.

Lester Jefford, W. W. & I. B. representative, spent several days in our office recently, checking our lumber shipments. Edgar Willer and family motored to Paducah, Ky., over the Labor Day holiday.

Alonzo Foreman, son of Bill Clerk Foreman, has returned from Colorado, where he spent several weeks.

David Hawkins, Report Clerk, spent Labor Day with his mother, Mrs. J. A. Hawkins, at Desloge, Mo. Mrs. Hawkins is Home Economics Supervisor in the Desloge schools.

Robert Kammer is working in our office for a few days, having relieved Nathan Carle, who is working at Chaffee.

J. F. Neal, Ticket Agent, has returned from a ten-day vacation spent in St. Louis, Mo., and Memphis, Tenn., where he visited his sons, Earl and Frank.

Ed Winkler, one of the members of our force, happened to some bad luck recently, when a Ford side-swiped his Chevrolet coupe, knocking it off the highway and damaging it considerably. Ed, however, escaped unhurt.

SUPERINTENDENT'S OFFICE
CHAFFEE, MO.

ANNA GOLDEN, Reporter

Mrs. W. S. Johnston and little daughter have returned from a short visit with relatives in Success, Ark.

Misses Lorena Bollinger, Elizabeth Grieshaber, Anne Guethle and Leota Friend spent Labor Day visiting in Chicago.

Miss Anne Guethle was hostess of the first card party of the season of the Frisco Girls' Bridge Club, which was held at her home Tuesday evening, September 10. All members of the club were present with the exception of Mrs. W. S. Johnston, who happened to be out of town. Miss Leota Friend started her usual good luck by winning first prize.

Preston Howell, file clerk, enjoyed a week's vacation visiting in Detroit and other points, but has decided he can get more excitement in Southeast Missouri. Shortly after his return, while driving on the main highway south of Sikeston, he

had the misfortune of turning his car over, causing considerable damage to the automobile and slight injury to himself. Mrs. V. E. Hopkins was a recent visitor in Hayti.

Mr. A. N. Matthews has moved his family from Springfield to Chaffee and now feels much more at home in this place.

Mrs. C. E. McDonough and little daughter, Catherine Lee, have been visiting for some time in Campbell. Mr. McDonough expects to join them in a few days to spend his vacation. We expect to hear of some good hunting and fishing when "Chick" returns.

Mr. and Mrs. Ray Fatchett have returned from a short visit with Mrs. Fatchett's relatives in Fort Smith, Ark.

Wayne Sarius has resigned as messenger in the Superintendent's office to resume his high school work. Eldon Stausing is filling the vacancy.

Misses Mary Farrell and Belle Kenne spent Labor Day in St. Louis shopping and taking in some good shows.

POPLAR BLUFF, MO., NEWS

CLEATUS PRICE, Reporter

Mrs. J. A. Robinson, wife of operator, and daughters, Dorothy and Helen, have returned from Detroit, Mich., where they have been visiting Mr. Robinson's son.

We are glad to report that Mrs. J. J. Morgan, wife of Operator Morgan, is improving rapidly after a very serious operation.

Dewey Asher, our former cashier operator, was with us a few days the middle part of September. Dewey has been very sick and is just out of the hospital.

Cleatus Price attended the American Legion ball at the American Legion hall, Pocahtontas, Ark., the evening of September 11.

OFFICE OF DIVISION
ACCOUNTANT—CHAFFEE, MO.

RALPH STEPHENS, Reporter

Our new boss, Mr. J. R. Wilhoit, says he likes our town. We like him and are glad he is satisfied.

Mrs. H. H. McGarvey has been on the sick list but is responding to treatment and is on the road to recovery.

E. C. Heard has resigned and accepted a position with the I. C. C. in the Valuation department. We wish him good luck in his new venture.

Miss Ila C. Cook, formerly of this office, but lately in the division accountant's office, at Memphis, bid in the steno job and came back home.

M. W. Roush spent Labor Day in Eldon, Mo., visiting home folks. He made the trip by auto.

The scribe spent a recent week-end in Springfield, Mo., visiting relatives.

M. E. Gisi is looking for a new hunting partner. Since E. C. Heard left he has been going alone, but M. E. says he prefers company.

Our cheerful messenger boy, Wayne Sarius, resigned to attend school. Elgin Stausing is the new messenger boy.

The accounting department extends sympathy to the family of J. H. Hale, local Frisco attorney, who passed away the morning of August 31.

TRAINMASTER'S OFFICE AND
LOCAL FREIGHT HOUSE
CHAFFEE, MO.

ILA COOK, Reporter

I'm sure glad the Editor always finds some little corner to put me in, whether in Chaffee or in Memphis. Surely did enjoy my "visit" in Memphis, but naturally it is nice to be back home again. I understand some of the Chaffee folks have been visiting this month, so guess

I'll tell you where they all went and how. Roy McConachie, son of Mr. and Mrs. L. S. McConachie, has enrolled for this year in the University of Kentucky, Lexington, Ky.

Miss Ethel Mae Robinson, charming daughter of Mr. and Mrs. Bob Robinson, left September 11th for Fayette, Mo., where she will enter Central College.

Misses Lizetta and Irene Welhing, daughters of dispatcher, have resumed their duties as teachers in the Chaffee schools after spending the summer attending Missouri University.

Mrs. Emmett Bond is improving rapidly after having an operation performed in the Southeast Missouri Hospital at Cape Girardeau.

Miss Iva Barber, who is employed in St. Louis, recently visited her parents, Mr. and Mrs. J. E. Barber.

W. L. Rummage, dispatcher, for many years in this office, has resigned. He says he has worked long enough for me.

Mr. and Mrs. Lon Walker are rejoicing over the arrival of a son on August 11.

Miss Clarice Claiborne of Memphis, Tenn., has returned home after a visit with Mr. and Mrs. J. W. Claiborne of this city.

Mrs. M. Bloomfield and son of Fort Worth, Texas, have returned home, having spent two weeks with Mrs. W. A. Singleton, a sister of Mrs. Bloomfield.

Miss Laura Lee Morton has been the guest of her aunt, Mrs. T. J. Odum. She returned to her home in Memphis to attend school.

Mr. and Mrs. D. T. Wells have had as their guests Mr. Wells' niece and nephew, Miss Jane and Master Bill Rogers of Knott, Mo.

Mr. and Mrs. V. E. Hopkins and son, Billy, enjoyed a vacation spent in the Ozarks, camping and fishing.

Miss Hortense Watts, daughter of Assistant Superintendent O. N. Watts of Newburg, Mo., spent two weeks visiting Mrs. H. L. Cordrey. Miss Watts is a teacher in the Newburg schools.

Mr. and Mrs. T. C. Moore recently had as their guests a bride and groom, Mr. and Mrs. Glen Crocker of Springfield, Mo., also Mr. and Mrs. Elbert Alexander of Springfield and Miss Fern Goodwin of Mound Valley, Kansas.

Miss Iris Morrow, daughter of Mr. and Mrs. L. S. Morrow, is now in Chillicothe, Mo., attending the Chillicothe Business College.

Mrs. S. Johnson and daughter, Rosemary, spent the past week with her parents in Success, Ark.

Mrs. F. H. Diessen recently entertained Mrs. S. Locke of Terre Haute, Indiana, and Mrs. A. T. Howard of New Orleans, Louisiana.

Freight House Gossip

Earl Fatchett is again on the job after two weeks or more spent in the Frisco Hospital.

Mr. and Mrs. Leo Lane have announced the arrival of a son on August 24th. He is called Charles Andrew.

We had another added to our force, Carl Lewis, who is working as yard clerk third track.

Nathan Carle who has been working at Cape Girardeau, has come back to old stamping grounds.

Mont Proffitt was fortunate in having to spend only four days in the hospital when he had his tonsils removed.

Word has been received here of a son born to Mr. and Mrs. R. L. Suite of Olney, Texas. Mrs. Suite was formerly Miss Rosena Sipes, daughter of T. J. Sipes, assistant cashier in this office before moving to Texas.

MECHANICAL DEPARTMENT
CHAFFEE, MO.

LEOTA FRIEND, Reporter

John Sheeley and R. T. Ahlstedt spent several days the first of September in Springfield attending meeting of Crafts and Car Department officers.

M. J. Barrett and wife vacationed two weeks in Pensacola, Florida. Barrett reports this an ideal spot for vacations.

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Ft. Scott, Kans.

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CLOTHING AND SHOES
Your Charge Account
Greatly Appreciated

John Kay, machinist, visited his mother, Joe, in Tulsa, September 1st to 7th.

Paul Bechel, car inspector, Ste. Genevieve, had business in Chaffee September 10th.

H. E. Englen of the C. & E. I. was a Chaffee visitor for a few hours September 12.

George McKenna took his vacation from September 9th to 20th. Understand Mr. McKenna spent most of his time in Chaffee.

Clifford Peacher was absent six days most of the month, due to illness.

Edith Mathis, electrician, transferred to Tulsa, Oklahoma, and V. E. Collins, formerly of Springfield, was sent to Chaffee as relief electrician.

John Ponder visited his son in Oklahoma City the first of September and his return stopped off at Tulsa for a short visit.

John Crippen and wife visited relatives in Bonne Terre week-end of September 14.

Fred Williams and family, Albert Adams and family, were among those who attended picnic at Springfield Labor Day.

SOUTHWESTERN DIVISION

ZONE OFFICE—TULSA, OKLA.

NELLE WHITE, Reporter

Mr. M. A. Schulze has been with us again occupying Mr. Johnson's chair. Mr. Johnson, wife and little daughter, Joyce, vacationed a week in Denver, Colorado Springs and Pueblo.

Marguerite Heffen was absent from the office three days the past month account illness.

C. L. Thomas enjoyed three days of his vacation visiting with his daughter in Oklahoma City, Oklahoma.

Neil White and Mary Jenkins of the local freight office enjoyed a few days recently in Chicago.

Berry Rea motored to Fayetteville, Arkansas, to visit with his parents over Labor Day.

Messrs. Guy Miller, Robert McDermott and Eddy Freiner spent Labor Day with some folks in St. Louis, Mo.

Dan Rennick and wife left August 28 for Albuquerque, New Mexico, and other interesting points.

We all miss our friend Joe Coombs, who held in position as rate clerk in St. Louis Office. Joe, we hope you like your job as much as we miss you down here.

Last but not least we have a new face with us, Eddy Freiner, who hails from St. Louis Office. Welcome to our family group, Eddy.

CITY TICKET OFFICE TULSA, OKLA.

PHIL F. ATKINSON, Reporter

From all appearances, that very welcome visitor, Mr. Vacation, has been circulating about the different offices of the Frisco Lines during the past month, as we have had the pleasure of visits of Mr. and Mrs. A. W. Arnett and daughter, Lois, of St. Louis, Mo.; Mr. P. E. Buesse, also of St. Louis, and Mr. and Mrs. D. M. Hickox and daughter of Oklahoma City. All of the above are former employees of the City Ticket Office of Tulsa and those of us who are still here enjoyed visiting with them very much.

We have also received a couple of letters from Mr. R. E. Dawson, formerly City Ticket Agent at Tulsa, but who now resides at Spur, Texas.

Mr. Ray Soper, our stenographer-clerk, has visited friends and relatives in Springfield, Missouri, and Oklahoma City, Oklahoma, during the past month and said that he had the usual good time while there.

Mr. J. D. Mefford, ticket clerk, visited his mother in Joplin, Missouri, over Labor Day.

Mr. and Mrs. P. F. Atkinson and daughter spent a very enjoyable vacation visiting relatives and friends in Shreveport

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Mercantile-Commerce Bank and Trust Company

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and Homer, Louisiana, during the latter part of August. I did not bring back any photographs as proof of my skill or luck as a fisherman, but I can assure everyone that the chickens down there are far ahead of the fowls of Oklahoma.

Passenger business during the month of August was very good, and as a result we had a very substantial increase over the month of August, 1928.

TRANSPORTATION AND MECHANICAL DEPARTMENTS AFTON, OKLA.

LUTIE D. DAVIS, Reporter

Harry T. Moorehouse has recently resigned Seneca Agency and is again with us as third trick operator. We know Harry and his hobby for sport, so you can depend on Harry being out with the birds and the beast every day the law will permit.

W. J. Doran, for a number of years switchman in Afton Yard, has been transferred to Springfield, Missouri. Mrs. Doran, son Donald, and daughter, Marjorie, are now in Springfield. We regret very much to have them leave, yet glad to know they are so pleased with Springfield.

Mrs. E. P. Hogan, of Monett, spent the week-end visiting her husband, E. P. Hogan, General Yardmaster. Mrs. Hogan and daughters, Ellen, Mary Louise, will leave this week for Marion, Ohio, for several weeks' visit with Mr. Hogan's mother.

H. E. Rust, agent, and family, have been visiting them their daughter, Mrs. Wilburn Thetford, and husband of Holdenville, Oklahoma.

Mrs. Tom Wiles, wife of sectionman, returned recently from Dubuque, Iowa, where she visited friends and relatives. Their daughter, Miss Clara, is visiting in Cassville, Missouri.

J. C. Worley, yard engineer, wife and son, Clinton, of Detroit, Mich., and Mrs. Frank Williams of Afton, visited with relatives in Kansas City recently.

J. C. Rider, switchman, wife and daughter, Miss Zetta, are visiting Mr. and Mrs. Osborn Tucker in Tulsa, Oklahoma, this week-end.

C. A. Ward, yard clerk, and wife are in Oklahoma City this week visiting the former's cousin, Mr. and Mrs. Roy Ward.

J. L. McGraw, switchman, and family have with them this week Mrs. Will Reynard and children of Cleora, Okla., and Mrs. Jess Sizemore of Muskogee, Okla.

Chief Primrose, carman, and family moved from Tulsa, Okla., to their property in Afton recently.

N. J. Hudson, express messenger, and wife spent the day recently in Spavinaw, Okla., with their daughter, Mrs. J. E. Wily, and husband.

Mrs. W. J. Cunningham, wife of yard clerk, and daughters, Ione and Doris, returned recently from Enid, Okla., where they were guests of Mr. and Mrs. C. C. Baker.

Henry Truman, car man, wife and daughter, Miss Velma, spent their vacation with their sons, Virgin Truman, and wife, in Cleveland, Ohio, and Loyd Truman, and wife, in Bridgeport, Conn. They also visited in New York City and Niagara Falls. On their return they will visit with their son, Lavelle, and family in Kansas City. Miss Velma will remain in Kansas City.

H. R. Foley, Gen. Roundhouse Foreman, and wife have as their guest their niece, Miss Marguerite Harkey, of Springfield, Missouri.

F. E. Boultinghouse, who has been

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PILES

without operation ...

Many report being completely cured of itching, bleeding piles without a surgical operation. Just using **UNGUENTINE RECTAL CONES**, which doctors everywhere indorse, gives quick relief, checks dreadful bleeding. At all druggists, 75¢.

Write for **FREE** trial. Where a laxative is needed, use **NOROL-AGAR**, too. It is an effective lubricant, so gentle doctors even prescribe it for children. The **Norwich Pharmaceutical Company, Dept. KL-10** Norwich, N. Y.

night foreman at the roundhouse for the past few months, was transferred to Tulsa, Monday.

40th and 43rd TRACK DIVISION SAPULPA, OKLA.

J. A. MacMILLAN, Reporter

A 500-foot track has been constructed at Sequoyah to serve the French-York Coal Co.

Frank Russell, roadmaster on the 40th track division, is on vacation, visiting relatives in Missouri. Quin Baker, terminal roadmaster, is looking after his territory during his absence.

O. F. Bradley has been assigned relief foreman on the 43rd track division. C. O. Reed has been assigned foreman on the Red Fork section and J. H. Reed has been assigned foreman on the AVW section.

A 1200-foot track is being constructed at Salsman to take care of unloading material for the construction of new roads in the vicinity of Claremore.

Work of surfacing and dressing track in connection with the laying of the new 110-lb. rail on the Cherokee sub is now complete.

The oil sprinkling machine again went over the Cherokee sub oiling track.

The semi-annual bridge inspection was made during the month of September.

B. & B. gang No. 11, in charge of S. H. Dean, foreman, renewed the 50,000-gallon water tank at Holdenville.

Wm. Everage, B. & B. foreman, has returned from the Mayo Clinic at Rochester and reports his condition greatly improved.

Installation of the new water well, oil engine pumping equipment and 100,000 gallon steel tank at Bristow is now in progress.

Water service gang has completed overhauling the heating plant at Okmulgee and are now overhauling the heating plant at the Tulsa freight house.

T. J. Herndon, foreman at Sequoyah, is spending a 30-day vacation in Missouri visiting relatives. Harry Austin is in charge during his absence.

Extra gang No. 146, in charge of Foreman Jones, is engaged in rip-rap work in vicinity of Berwick.

Messrs. Wooldridge and Brown, from Mr. Worman's office, were visitors at the local offices this month. They were checking up the motor car situation on the division.

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OFFICE SUPT. TERMINALS, WEST TULSA, OKLA.

MISS EDNA A. WOODEN, Reporter

Miss Edna Wooden, secretary-time-keeper in this office, who is also correspondent for the magazine, is convalescing from a recent operation. According to last reports she is steadily improving, and sincerely trust we may be able to report her complete recovery in next issue.

Max Oldenhage, yard clerk, was recently compelled to take his wife to the Mayo Hospital at Rochester for an operation. Have not had a late report as to her present condition, but hope to receive favorable report from there in the near future.

S. A. Crawford, yardmaster, who has been on sick leave for some time, was a Tulsa visitor for a day or two during the last week, leaving for Sherman Hospital yesterday.

The Fall horse racing meet opened at Tulsa on the 14th; the Free State Fair opening on the same date. The Fair continues through next week, the races to probably continue for several weeks thereafter. Quite a large number of race horses have been received, as well as a large amount of show stock, and from advance information received, both the Fair and racing meets will be interesting events.

C. A. Pike, switchman, who has been in St. Louis hospital has again resumed duty.

Miss Frances Harrison, daughter of G.

G. Harrison, chief clerk, has resumed studies in the University of Oklahoma Norman.

MECHANICAL DEPARTMENT NEW WEST TULSA, OKLA.

J. N. PAISLEY and L. A. MACK
Reporters

Engineer P. J. Mulrenin, West Tulsa, is away from duty account of jury.

Engineer J. A. Beatty is away from duty, on vacation, which he intends spend around Los Angeles, California.

Engineer V. P. Couch, Creek Sub-Division, is away from duty on vacation.

Fireman J. T. Watson, West Tulsa, away from duty in St. Louis hospital.

Henry Cole, machinist inspector, West Tulsa, has returned from his vacation which was spent in Louisiana with parents. Henry reports a delightful trip with his new Ford, with the exception of an accident which delayed his trip into Louisiana.

Machinist Ed. Schall is the proud owner of a 1929 Model A Ford coupe.

Engineer John Stroud, West Tulsa, returned from his vacation which was spent in North Carolina. Engineer Stroud reports a very nice trip and that his

Ralph, fell so in love with the country that he is spending this term in college that country.

Engineer D. P. Cronen is away from duty on vacation, which he is spending with his sister in Kansas City, Mo.

Machine Foreman H. J. Ray has moved his family to Tulsa and feels at home on his new job.

Boiler Foreman Geo. I. Alexander, West Tulsa, is building a new home in Okmulgee.

Engineer W. O. Tague, West Tulsa, has returned from his vacation, which was spent in California, and reports a very nice trip via the Northern Route.

Engineer C. M. Campbell, who has been away from duty account of illness is reported doing nicely in the St. Louis hospital.

Fireman W. D. White has returned from his vacation which was spent in California.

The sympathy of all employees is extended to Fireman Noah Hamilton's family. Fireman Hamilton, who has been away from duty some time account of illness has succumbed.

Fireman W. A. Seylor is away from duty account vacation, which he is spending in his home in Olean, N. Y.

WEST TULSA STORES DEPT.

OTIS R. RULE, Reporter

Mr. S. R. Gardner, division storekeeper is the proud possessor of a new Duesenberg sedan.

Mr. Chas. Warren returned to work August 25 from a six weeks' vacation spent with his family visiting relatives and friends in Missouri.

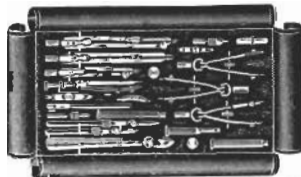
Mr. Dwight Irby, formerly employed as a trucker in the stores department, has been transferred to the car department.

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ST. LOUIS, MO.

all wish Mr. Irby success on his new job. Mrs. Dorothea Hyde left Tuesday, September 17, for a short vacation. Mrs. Hyde left us in the dark as to where she spent her vacation, but we have our ideas about where the greater portion of the time was spent, as she has purchased herself a new Crosley radio.

Mr. L. P. Cochran, of Yale, Tenn., visited at West Tulsa store September 5.

Mr. John Harris returned to work August 31 after having had a month's vacation.

Mrs. O. R. Rule and children visited at Miami, Oklahoma, from August 4 to 7.

TULSA FREIGHT OFFICE TULSA, OKLA.

MARY JENKINS, Reporter

Mr. and Mrs. W. A. Woodson are the proud parents of a baby son. Myron Sidney Woodson arrived to make his home at the Woodson residence August 25.

James Fay Rollins, of Dardanelle, Arkansas, is working temporarily on the expense job.

Mrs. J. W. Parker, Joplin, Missouri, was the guest of her son, Charles E. Parker, accounting clerk, and wife, last week of August.

Mary Jenkins, "What's the news from the warehouse?"

Allen Lewis, assistant warehouse foreman, "We lost the pennant for the least of number of errors the month of August."

Lon Burd, warehouse foreman, "Why mention that?"

Harry Sloan, checker, and wife left September 16th to visit friends in Wichita and Fort Scott, Kansas.

Raymond Carl, son of A. C. Carl, receiving clerk, is making quite a name for himself in the baseball world. Raymond, while playing on the Wewoka oilers in the Oklahoma tournament a couple of weeks ago, three times up knocked a home run, a two bagger and a single. Not so bad for a former Frisco boy.

California here we come! Goldie Workman, tonnage clerk, accompanied by Miss Gladys Willis, left September 7 for a month's vacation which they will spend in Los Angeles and San Francisco and will return via Grand Canyon. Miss Workman will visit Nell Shannahan, a former Tulsa girl, while in Los Angeles.

Elza Johnson, chief claim clerk, and wife are also spending a two weeks' vacation in Los Angeles.

Melvin Sloan, checker, and wife have just returned from a visit with homefolks and friends of West Plains, Missouri. Mel tells some pretty good fish stories, too, of the fish that grow on the banks of the North Fork. Folks, you just don't need a pole and hook, all you need to do is just walk along in the water and pick them up.

TRAFFIC MANAGER'S OFFICE TULSA, OKLA.

R. M. McGLASSON, Reporter

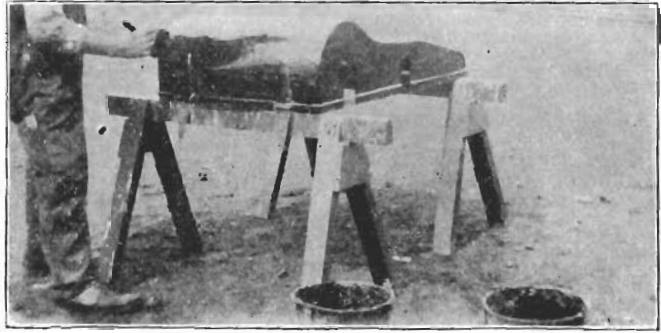
The Tulsa State Fair opened the 14th and the crowds the second day were reported to be the largest of any one day in the history of the fair. The Tulsa Jockey Club is holding its fall race meet and is enjoying excellent attendance. Many more horses are here now than at the last meet and three more barns have been built.

The recent rains in this section have been very beneficial to the cotton and a greater acreage is expected than last year.

Mr. H. F. DeLozier, traveling freight and passenger agent, is back on the job after an illness of about two weeks caused by ptomaine poisoning. Mr. DeLozier underwent an examination at the St. Louis hospital before returning to work, and says he is feeling fine again.

Mr. O. H. Reid, general agent, has returned from his vacation which he says was enjoyed very much.

Miss Willie Lee Cagle, stenographer, has returned to her desk after having had her pusils removed at the Sherman Hospital.



On Equipment Exposed to Weather

This signal machine hood was coated with NO-OX-ID. Over this was applied NO-OX-ID-IZED wrapper. Then a coat of black paint was applied conforming with the railroad's rule. This hood is safe for many years to come.

116 Railroads use NO-OX-ID. Where can it serve you?

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TRADE MARK
The Original Rust Preventive

The Tulsa employees club are resuming meetings again, first one set for this week.

OFFICE OF SUPERINTENDENT SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter.

Mr. and Mrs. Earl Parker are rejoicing over the birth of an eight and a half-pound baby girl, Martha Jean, born Sept. 14. Mr. Parker expresses his joy with the usual candy and cigars.

C. E. Harris, transportation clerk, has taken a much-needed sixty days leave of absence. Hope Mr. Harris returns with the best of health.

Aaron Morgan accompanied the Tulsa Legion Drum Corps to Ponca City where they attended the State Convention. The Tulsa corps was awarded the first prize. Mr. Morgan also holds state office.

Earl Woolridge, transitman, and wife are taking an extended trip to Havana, Cuba, stopping at intermediate points on their way.

Walter Robinson, secretary, is enjoying his annual vacation in Chicago and Colorado.

ACCOUNTING DEPARTMENT SAPULPA, OKLA.

V. L. THOMAS, Reporter

Mr. and Mrs. L. A. Wright and family have now returned from an enjoyable vacation, most of which was spent fishing at Spavinaw, Okla. Very sorry to report that Mr. Wright brought no fishing stories back with him.

Mr. and Mrs. Broe Mitchell spent several days vacationing in Springfield, Mo., during the latter part of August and the early part of September.

Mrs. Tillie Burke, Miss Maurine Mahan, Broe Mitchell and W. C. Henke

were the members of the accounting department who motored to Henryetta, Okla., to witness the remains of train No. 118, which was wrecked on August 18th.

Mr. R. E. Pipkin spent September 5th and 6th in St. Louis, Mo., on company business.

Mr. Hal Lamkin, travelling accountant of Springfield, Mo., spent one day in the office during August, making the usual check of the time sheets.

Mrs. Tillie Burke spent several days with a fishing party at Wyandotte, Okla., during the early part of September. Although the party brought in no fish, one large eel was caught, which later escaped from its capturers.

Miss Maurine Mahan left Saturday, September 14th, for various points in Ohio, where she is visiting with friends and relatives.

Mr. B. H. Betts, travelling accountant, has been with us for some time doing his usual work, that of checking up on the timekeepers.

The stork has been busy in this department again, this time at the home of Mr. and Mrs. Walton R. McDonough, and bringing with it on September 5th a lovely baby girl, named Mary Elaine McDonough.

Yard and we have visions of some day having a new office, as the plans call for the remodeling of our present blacksmith shop into a storeroom and general office building as soon as the new Mill Shop is finished.

We all nearly had nervous prostration waiting for the Graf Zeppelin to pass over, but after patiently watching and waiting were rewarded with a good view of the giant air liner. It passed almost directly over the shop on its course eastward.

We wonder if Walter Medlock ever found out what really was wrong with his car one evening last month when he stopped at the foot of the incline on the way home. He claims he thought he had a flat.

Steve Boyken, our office porter, spent last month in the East around Boston and New York City.

Miss Agnes Lynch took advantage of the reduced fare to St. Louis Labor Day to finish taking in whatever sights she missed on her previous stop-over on her way to Michigan City recently.

A card received September 16 from Dorothy Shippey indicated that she was around Tijuana, Mexico. Miss Lucille Barthel filled Miss Shippey's place while she was away.

Lest someone should ask him Alonzo J. Finn, roadmaster, has a record that he does not care at all about a burlesque show—except the edians.

From all reports I believe Nick plays a better game of golf in the than on the course. He has taken or three of the boys out to teach the game and has been beaten each. Suggestion, if you want to keep your station up, Nick, you take some of with you next time.

Mr. John Burch, general yardmaster, suffered a pretty severe injury to his while on his way home the evening of September 1st when he fell while off a street car. The doctor says the injury would incapacitate the ordinary son six weeks at least, but he doesn't think it will be over thirty days before he is back on the job. Mr. G. A. D. working the general yardmaster's Jack's absence.

Mr. Pat Larkin, one of the old getters, is taking his vacation in Philadelphia, Jersey City and other points.

SUPERINTENDENT'S OFFICE FT. SCOTT, KANS.

MARIE HAYDEN, Reporter

Mr. Harold Phelps, office boy Superintendent's office, and wife Labor Day at Ginger Blue.

Miss Laura Clark, stenographer, spent week-end of September 15 visiting her sister at Parsons, Kan.

Mr. Tom Moreland, chief clerk to the superintendent, spent August 18 fishing. I know how Mr. Moreland likes to fish there is no use to say he spent a wonderful day.

Mr. Tom Cockerill, rodman in the engineer's office, spent Sunday, August 19 in Bartlesville, Okla., visiting friends.

Mr. D. L. Johnston, ticket clerk and family left September 1 for a trip in the East visiting friends.

Mr. Earl Hamm relieved Mr. Wright, ticket clerk, account Mr. Wright relieving Mr. Johnston, ticket clerk, while Mr. Johnston was on his vacation. Mr. Earl Hamm, third ticket clerk, was relieved by Mr. C. E. Starnes.

Mr. H. E. Clark, timekeeper, and family are back from their trip to California. Mr. Clark reports having had a wonderful time in Sunny California.

Mrs. Thelma Linn, demurrage clerk, daughter, Meredith, is spending her vacation in Birmingham, Ala., with friends and relatives.

Chester Fulton relieved Miss Hayden, stenographer, Chief Clerk Moreland's office, during the absence of Miss Hayden on her vacation.

Mr. S. E. Melton, general foreman, has resumed his duties after enjoying a two weeks' vacation.

Mr. C. E. Catching, draftsman in division engineer's office, went to Ft. City the other day to meet his daughter Betty Lou, who has been visiting at Cordia, Kan., and accompanied her home.

Mr. J. W. Rose, 729 South Little Ft. Scott, has accepted a position as man in the engineering office.

Mr. R. T. Kelly of Springfield, Mo., taken a position as chairman in the division engineer's office.

Mr. J. O. Armstrong, division engineer, rode our new train, the "Air-Capitol" from Springfield to Wichita yesterday. "Army" says it is one of the best.

Joe Hess has been working as office relieving Harold Phelps, who was working temporarily handling duties of the clerk.

Mr. Ed P. Knox has just returned to

NORTHERN DIVISION

MASTER MECHANIC'S OFFICE
KANSAS CITY, MO.

H. F. SHIVERS, Reporter

Work is progressing very satisfactorily on the new Mill Shop being erected just north of our North Freight Car Repair

OFFICE OF SUPT. TERMINALS KANSAS CITY, MO.

D. H. SWINDELL, Reporter

President Kurn and Vice-President Hutchison were in Kansas City September 3rd, leaving here on special train the morning of the 4th for Wichita.

W. L. Walsh, revising clerk, spent his vacation in California this year and has just returned. John Miller worked the revising job in Bill's absence.

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PENSACOLA, FLA.

duties after a week's vacation. Ed is our clerk.

Mr. W. H. Bevans, Superintendent, is taking his vacation. He is visiting his daughter in Muskogee.

Messrs. B. E. Orchard, J. R. Jarboe and R. E. McCormack, all of the engineer's office, left September 9 for Rolla, Mo., where they will enter the Missouri School of Mines.

OFFICE DIVISION ACCOUNTANT FT. SCOTT, KANS.

DOROTHY WORKING, Reporter

Mr. L. W. Pipkin, division accountant, and wife visited Mr. R. E. Pipkin and family at Sapulpa, Okla., September 1 and 2.

Mrs. J. P. Briggs, wife of assistant bill clerk, spent a most enjoyable week at Jansville, Kan., visiting relatives.

Mr. Harold Mitchell, completion report clerk, and family motored to Petersburg, Kan., for September 1 and 2, where they enjoyed fishing.

Mr. Bert Tiffany, bill clerk, toured through the Ozarks for the last few days of August. He reported he had a wonderful time.

Mr. Tiffany's son, Delbert, has just returned from Thayer, Mo., where he has been visiting relatives so that he might start to school September 9.

Mrs. W. E. Roush, wife of shop accountant, visited her family at Topeka, Kan., the last of August.

Mr. W. E. Roush, shop accountant, visited his family at Eldon, Mo., September 1 and 2.

Mr. Oscar Nelson, completion report clerk, visited in Tulsa, Okla., September 22nd.

Mr. R. E. Pipkin and baby of Sapulpa, Okla., were here for a few days visiting Mr. and Mrs. L. W. Pipkin.

TRAFFIC DEPARTMENT KANSAS CITY, MO.

W. A. YOUNG, Reporter

"Johnnie" Sachse has returned from

his vacation. He reports a wonderful time deep-sea fishing near Pensacola. His story of catching the monster that was of sufficient size to completely submerge a thirty-foot boat is quite thrilling.

C. Elmo Stevens, our night solicitor, is suffering from his annual attack of hay fever. We sympathize with him, also with the patrons who converse with him on the telephone.

Congratulations are in order for "Bill" Baker, who has been appointed soliciting freight and passenger agent at Wichita, Kansas. We are sorry to lose him but extremely glad of his good fortune. We are sure that his sunny disposition and his application to his duties will win him recognition in his new field of endeavor, as it has in the position that he vacates.

Perry Wilson, chief clerk to Mr. E. G. Baker, is on his vacation, a large part of which will probably be spent hunting golf balls.

Miss Mabel Stewart wishes to announce that she is not about to take the matrimonial plunge as was erroneously reported. She is rehearsing for a rendition of "Me and My Shadow."

The vote of his neighbors being favorable, "Bill" Deveney moved into his new home. The second day in the new neighborhood, "Bill" was solicited for a subscription to provide the protection of a night watchman. He is still undecided whether or not there was anything personal in connection in the sudden decision that a night watchman was needed to insure safety.

EASTERN DIVISION

ST. LOUIS MECHANICAL DEPARTMENT

LOUISE SCHUTTE, Reporter

Pat Quinn, our storekeeper, is on sixty-day leave of absence in Detroit. N. L. Jones is relieving Pat.

Lloyd Klose, electrician, is also on

sixty-day leave of absence because of the illness of his father in Elkhart, Indiana. Alex Jacquin is filling the temporary vacancy.

The writer, with Zeta Simpson, of Lindenwood, attended the Shopmen's Annual Picnic held at Springfield, September 2d. Saw Doling Park for the first time and want to tell all you Springfield boosters that it is surely a pretty park, especially the lake.

Our clerk, Frank Macormic, and his family, spent Labor Day with relatives near Newburg.

Harry Davis, River division engineer, is out of service due to ill health. We are sorry to have Mr. Davis leave us, but trust that relief from active service will improve his condition.

About ten o'clock, morning of August 29th, Bob Reed, train control maintainer, came to the office dressed in his Sunday go-to-meeting clothes, and smiling. Believe it or not. When we could not stand the suspense any longer, we inquired as to the why and wherefore. A daughter, Josephine, was born that morning. We extend congratulations to Mr. and Mrs. Reed.

Our head machinist, Fred Estes, and Mrs. Estes, are on a vacation in Pomona, California. Dan Gorman of Springfield is filling the vacancy.

Alex Jacquin has purchased John Adams' Oldsmobile.

Mrs. Harry Siders is visiting in Harrisburg, Pennsylvania, and Chicago.

William Belter and family are spending their vacation in Minneapolis, Henderson and St. Paul, Minnesota.

Virgil Light and Mrs. Light are vacationing in Springfield, and James Hall and family are in Vinita, Oklahoma, for ten days.

We have another momentous item to report: Neal Garner, machinist, joined the ranks of young fathers, September 11th. An eight-pound daughter. Congratulations to Mr. and Mrs. Garner.

A daughter was born to Emery Bumgarner, machinist, August 31st, and her name is Peggy Ruth.

AS we go home this evening, to our loved ones, let us be grateful that we have worked today in a safe shop among safe comrades, and let us carry the spirit of SAFETY and FELLOWSHIP with us into our homes and among our friends, and make of our neighborhood a brotherhood!

Neal Garner, Emery Bumgarner and Bob Reed each presented with a daughter! All of this has Marion Brayfield, who served over-seas during the war, deeply worried. He wants to know what we are going to do in the next war if only girls are born.

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

DAZEL LEWIS, Reporter

Harold L. Wilks is certainly a go-getter. He recently furnished a traffic tip which resulted in our line securing the movement of 351 cars of chatt.

We are glad to report that Alma Fielden, of the O. S. & D. department, has returned to the office after an absence of several weeks on account of sickness and a tonsil operation.

C. E. Martin, claim investigator, is now back at his desk with pleasant memories of scenes and happenings in Enid and Oklahoma City, the latter place being his old home town. Mrs. Martin and two daughters accompanied him on the trip.

Ruby Northcutt, dictaphone operator, enjoyed a week-end visit in Mountain Grove the latter part of September.

Harold L. Wilks, O. S. & D. investigator, and family, enjoyed a motor trip through Kansas and Oklahoma during the month of August.

Others who spent quiet vacations at home were: Mayme Hindman, Hattie Hindman, Sylvia Martin, Verne Tulloch, Gertrude Whitaker and Nettie Sartori.

Labor Day is outstanding on the calendar of most working folks, for after that memorable holiday, picnics, swimming and fishing parties fade into the background and the thoughts of the frivolous and serious-minded turn in the direction of new fall finery or yawning coal bins.

C. H. Rice, chief, O. S. & D. department, has recently purchased a new Whip-pet six. L. C. Cox, traveling claim adjuster, has a new Essex, and Betty Adams is driving a new Chrysler coupe.

Among our office visitors recently was Mrs. Martin A. Jertberg, formerly Miss Charlene Willard.

Angeline Golden, formerly file clerk in this department, has returned home after a six weeks' stay in Colorado Springs.

SPRINGFIELD FREIGHT DEPOT

M. M. A. LARKINS, Reporter

Revenue for August attained figures exceeding by a very gratifying amount those of any month in this station's history.

Another August achievement: Platform employees were victorious in the "Best Record—Fewest Errors" pennant contest.

Mr. S. Bruce Crow, once demurrage clerk, now with Sears & Roebuck, Kansas City, called on us while vacationing in Springfield during September.

Mr. and Mrs. Julian E. Wheeler were visitors in St. Louis Sunday, September 15. Miss Mae Lundstrum spent the same day in Ft. Smith and Fayetteville.

Miss Helen Devine, extra clerk, has returned from Kansas City and is now planning a visit in Cherryvale.

Understand that Mrs. Geo. Endley will soon leave for Milwaukee and New York City; that Mr. and Mrs. Chas. R. Hel-frecht and children will go to Newark, N. J.; that Mr. and Mrs. E. C. Bockman are going to Chicago, and Mr. Virgil Sands to Pensacola and Tallahassee, Fla.

Mr. and Mrs. Charles E. Anderson spent September 1st and 2nd in St. Joseph, Mo.

AURORA-GREENFIELD, MO. BRANCH

B. P. RAMEY, Reporter

Ye scribe has just returned from a two weeks' vacation, during which he visited in Pensacola, Fla., looking over the company's docks and new road, and wishes to state that it is a very interesting trip to note the wonderful improvements the Frisco is making in that section of the country.

M. E. Miller, formerly section foreman

at Scammon, Kans., has accepted a position here as section foreman, North Division.

V. M. Chase, engineer, Northern Division, has just returned from a month vacation in the East.

Ira Pilkington, brakeman, Northern Division, has just returned from a week fishing trip. He reports a fine catch (his daughter).

Marjorie Larrimer, daughter of B. Larrimer, yard clerk, who has been spending her vacation with her parents, has returned to Chicago, Ill., where she finished a course in practical nursing.

Lon Vinyard, section foreman, Eastern Division, has just returned from an extended trip out West.

Miss Irene Beal, daughter of Agent O. Beal, is attending the University of Missouri at Columbia, Mo.

Mrs. Troy Pannel, wife of Troy Pannel, carman, this station, is spending an extended visit with relatives in Amarillo, Texas.

Mr. L. Ramey and family, roadmaster, River Division, visited with his son, P. Ramey, a few days.

L. B. Doran, second trick towman, was off duty a few days on account of his mother being seriously ill. Glad to report that she is very much improved.

The Frisco boys of Aurora join in extending our deepest sympathy to Mr. and Mrs. Hiram Hilton in the loss of their daughter, having passed away after an operation.

AUDITOR, REVENUES, TICKET ACCOUNTING DEPARTMENT

ESTELLE HILTON, Reporter

Leola Hughes spent her vacation at Yellowstone Park, Helen McHale in the Yellow River and a steamer trip on the St. Lawrence river.

Wm. Birkemeyer resigned his position in this office August 23. Roy Doernick succeeds him.

Mr. and Mrs. Ed Deitrich are the parents of a baby boy born on August 1. Mrs. Deitrich will be remembered as



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lyn Castle, employed as a comptometer operator in this department before her marriage.

Leola Hughes has been transferred to a position in the freight department; Mary Van Liew to the conductors' department. Labor Day vacationists were: Viola Zykan in Peoria, Ill.; Estelle Hilton in Memphis, and Mary Van Liew in Decatur, Ill.

Mrs. Annie L. Peyton, mother of Joe Peyton, departed this life August 30. She suffered a stroke of paralysis the latter part of July, and on August 27 she was again stricken and passed away August 30. The department extends the most sincere sympathy to Joe and his sisters.

Robert Fall is the proud possessor of a new (?) Ford.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Charles Smith, signal inspector, has just returned from Providence, R. I., where he spent his vacation visiting his children and grandchildren. While en route home he also visited the factory of the Union Switch & Signal Co. at Swissvale, Pa.

A number of our force took advantage of the occasion and spent Labor Day out of town. Mr. Uhr combined business with pleasure and motored with his family to Southeastern Missouri and Northern Arkansas. R. W. Troth, office engineer, and Carl Thompson, draftsman, motored to the White River. R. E. Testerman, chief draftsman, and family visited relatives in Norwood, Mo. Cecil Jones, clerk, visited relatives in St. Louis, and the writer spent the day at Eureka Springs, Ark.

H. B. Gardner, general chairman, and A. O. Drennan, secretary of the B. R. S. of A., with their families will attend the annual district meeting of their order in Canon City, Colo., early in October. They will also visit in Denver.

We were very sorry to learn of the death of the little daughter of Mr. and Mrs. H. P. Hilton, who died at the Aurora Hospital after an operation for appendicitis, August 20th. Mr. Hilton is signal maintainer at Aurora.

NEWBURG, MO., NEWS

HELEN Y. FELLOWS, Reporter

J. W. King, third Conway, has returned to work after a forced vacation caused by a serious attack of appendicitis and operation for same. We are glad to know that he has fully recovered. His position, while off, was filled by W. C. Eoff.

H. Pack, second trick operator, West Lebanon, was off several days suffering from a carbuncle on his neck.

F. T. Burton, third trick, Dixon, took his daughter to the hospital for treatment the other day. He was off three or four days, relieved by Operator Arnold. Extra operator R. Jury will be unavailable as relief man except on Saturdays and Sundays, as he is attending Springfield High School this winter.

Clyde Finley is working third trick, Fairlawn Tower. He reports a rather lonely job, as there are no telegraph wires

in the office.

A. E. Trotter, third, Franks, was unfortunate enough to lose his new Durant the other night. Had run out into the ditch as he was meeting another car, and in trying to get the car back onto the road, it caught fire and the body was entirely burned up. He managed to save the motor from complete loss.

H. A. Atwell worked first trick at MS Springfield a week or ten days, relieving A. E. Gustafson. He is now relieving G. C. Daugherty, first trick, Southeastern Junction, who is taking a three weeks' vacation.

R. E. Essman is working agency at Leasburg, relieving Everett Daugherty, who is still on the sick list.

Charles Roberts, third trick, Southeastern Junction, and a former Frisco operator, "Hilo" Roach, attended a "triple-header" baseball game recently.

ASSISTANT SUPERINTENDENT'S OFFICE—NEWBURG, MO.

A. J. BRESHEARS, Reporter

J. H. Davis, dispatcher of Sapulpa, Oklahoma, is spending his vacation in and around Newburg. Mr. Davis was formerly dispatcher at this place.

Chester Moore, caller, and Wm. Beisiegel, engineer, are spending a few days fishing at Trox Rock on the Gasconade River this month. They report the usual wonderful success. (What other reports could we expect from such fishermen as these two?)

Things are looking bright about now for our brakemen "youngsters." Following is a list of the recent additions to the "staff," those who have been placed on the brakeman's extra board at St. Louis: C. C. McCracken, St. Louis; G. R. Boyce, Newburg; the brothers Braden, W. M. and Chas. P., St. Louis; R. J. Ragan, St. James, and Vern Wilson of Newburg.

Miss Maud Snyder, roadmaster's clerk, reports an exceedingly pleasant visit with old friends at Cuba, Mo.

Reports from the new charcoal spur near Cherry Valley Junction on the Cherry Valley Branch indicate an increased daily output of charcoal at that place. This product is being shipped from that point at the rate of a car per day.

The gravel plants at Pacific are doing a greater business at present than has ever been reported, there being from eighty to one hundred cars of gravel loaded at that place every day. Prospects for the gravel business around Pacific look even better for the future.

Cuba, Mo., was a very lively place during the week ending Sunday, the 15th. The County Fair, which has been an annual affair at that place for the past twenty-eight years, was again the scene of great activity. The various attractions, which showed on the grounds during the week, were removed last Sunday, to be transported to Hoxie, Ark., via Frisco Lines.

W. E. Belter, road foreman of equipment, and J. R. Rutledge, roadmaster at Tower Grove, have just departed on their vacations.

We were very sorry to learn of the death of engineer Frank Thiel of the Salem Branch, who died in the Frisco Hospital at St. Louis, September 14. Mr. Thiel has been an employee of the company for a good many years, and has been working steadily until a short time ago, when he retired from active service account ill health.

H. A. Davis, son of J. W. Davis, station helper at this place, died in the Frisco Hospital at St. Louis, August 28.

OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

EULA STRATTON, Reporter

As this goes to press, Cora Pitts is confined to the St. John's Hospital on account of an appendicitis operation. We miss her and wish for her a speedy recovery.

Pearl Townes is still in California, hav-



*I'll hand it
to you!*

I'll hand it to you for doing your darnedest to get your hands clean with ordinary soap. But, man, you can't do it with ordinary soap. I've tried, and I know. The only soap I've found which can do it is Lava Soap. Ask Jim, or Ed or Bill—fellows who have work like yours—they know Lava, too. They'll tell you it's the best hand-friend they've got. It gets the grime and grease, but leaves the skin behind. Gets work-stained hands clean in 58 seconds, because its made from pure vegetable oils and pulverized Italian pumice that's almost as fine as flour. Makes a rich, creamy lather in the hardest water.

George, the Lava Soap Man

Lava costs a dime (or 6c for the medium size cake) at any drug or grocery store. But if you want to try it at our expense, mail this coupon.

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Cincinnati, Ohio.

George: I want a free sample cake of your Lava Soap.

Name.....
Street.....
City..... State.....

ing prolonged her vacation into a much longer one.

Speaking of vacations, there has been a regular shower of them: First, Mr. Doggell enjoyed a restful vacation; at the same time his secretary, Tom Feehan, sowed turnips and worked about his young farm; also Edwin DuBois, chief of the Weighing Department, turned farmer and spent his vacation on a farm near Cabool; Ellis Dulin, tracer clerk, dug the winter potatoes and worked about his home; Robert Patrick, chief tank-car clerk, was initiated into the joys of fall house cleaning; Carl Gardner, chief night clerk, sneaked off with his two boys and went fishing; and, last of all, John Breckenridge, passenger car distributor, in company with Mrs. Breckenridge journeyed to Chicago for a short vacation.

George Silver spent Labor Day week-end visiting relatives in Kansas City and as usual had a "keen" time.

Della Stevenson enjoyed a pleasant week-end September 8, visiting Mr. and Mrs. Alfred Ball in St. Louis.

Frances Gustin had a lovely visit recently in that wonderful town of San Antonio—"the land of eternal sunshine."

Sunshine!—that makes us think of little Mary Campbell and her sunny smile we've been missing for some time. Mary has been away on vacation and also on

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Demopolis Inn

ALABAMA'S BEST

Combination Shower and Tub Baths. Steam Heat, Fireproof and Modern. \$1.50 and up.

DEMOPOLIS, ALA.

account of illness. Hope she'll soon be with us again.

Ruth Smith-Ruggles, former clerk in this department, and her fine young son made us a visit September 12. Mrs. Ruggles now lives in Detroit and is the guest of her sister-in-law, Merle Platte.

Of all good sports in this office—and all are that—Clarence Wilkes, official cartoonist for this magazine, is the best! Last week he returned from Carthage whistling "The End of a Perfect Day," and it had been all of that, for he had broken his eyeglasses, had been caught in a severe storm, had burned out a couple of bearings on the faithful Chevrolet—yet he could still whistle. We hope he has better luck on his vacation, which he enjoys soon.

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

On the 8th of September the marriage of Miss Nina Veasey to E. H. "Scottie" Russell, private secretary to H. L. Worham, was solemnized at Sherman, Texas. We extend best wishes to the bride and groom.

The proudest man in the office at this writing is our traveling locomotive inspector, George Sprague, who announces the arrival of a new eight-pound daughter.

Our stenographic force is somewhat depleted at this writing: Flo Blevans being off with a sore arm and Elizabeth Blake with a severe attack of bronchitis. We are hoping they will both be able to return to work soon.

With our personal record clerk, F. S. Routt, back from California, and our insurance clerk, Rufus Clark, back from New York, we have a detailed report from both the East and the West. Evidence points to the fact that they each like the central part of the United States best.

We wish to extend our sympathy to Warren Ischler in the loss of his wife recently. Mr. Ischler, an ex-employee of the drafting department, is now with the Boston and Maine and is located at Boston, Mass.

Phil Ferbrache, son of F. M. Ferbrache, clerk in this department, has entered the Rolla School of Mines. Think he is planning to be a civil engineer and feel sure

he will make a success of whatever he undertakes.

We were shocked to learn that Mrs. J. B. Gilliam, formerly Berniece Alcorn in this department, narrowly escaped death recently when struck by a Nash at Sand Springs, Okla., suffering a fractured skull and other serious injuries. We are glad to report that she is improving.

Sorry to have to report the death recently of Miller Elliott's mother.

TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

W. M. Hastings, lineman, relieved R. Helm, division lineman at Joplin, a few days during September.

We regret to report the death of Mrs. J. J. Mathes, wife of our division lineman at Enid, who died recently. Mr. Mathes is extended our sympathy.

Mrs. Edith M. Austin, chief telephone operator, Ft. Scott, has returned to work after a three months' vacation spent in England. Mrs. Austin says the U. S. A. looks good to her and that she expects to become an American citizen.

Miss Grace McClanahan, chief telephone operator, Monett, visited the Ft. Scott P.B.X. office on Labor Day. Miss McClanahan also visited the Telegraph Department in Springfield a few hours, and we were mighty glad to see her. She has promised to furnish some news items from Monett and we hope she does not forget us.

W. E. Baer, telegrapher, has been assigned to position second trick "OX" office in Kansas City.

Miss Gladys Roth, stenographer to trainmaster, Ft. Scott, is enjoying a two weeks' vacation.

Ben P. Schneider, telegrapher "S" office, and wife spent a two days' "vacationette" in St. Louis the first of September.

T. M. Maxwell, telegrapher, is on vacation. He is being relieved by Operator Jim T. Brown of St. Louis.

We regret to report that Wm. E. Cave, former division lineman at Memphis, died suddenly of heart trouble while on duty at Byhalia, Miss., September 6. Mr. Cave formerly resided in Springfield before having been transferred to Memphis in 1925. Several employees of this department attended the funeral service at Weaver Cemetery, near Ozark, Mo., where Mr. Cave was buried September 8.

Heywood Gardner, Edward Tucker and Clyde Miller, gang linemen, were in Springfield on business September 17.

We extend sympathy to Robert Mitchell, lineman, whose father died September 16, at Everton, Mo.

Messrs. Brennan, Linster, Williamson and Musgrave of this department attended the T. and T. Section Annual Convention of the A. R. A. in St. Paul September 16.

F. Clugey, division lineman at Jones-

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196 pages of radio bargains. New Screen Grid, electric, A. C. Sets in beautiful consoles—also battery operated sets as low as \$15.95. Write today!

ALLIED RADIO CORPORATION

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boro, returned to work September 17, after having spent several days in the Frisco Hospital at St. Louis. He was relieved by A. R. Speegle.

E. C. Holt, division lineman, Ste. Genevieve, is on vacation and is being relieved by George Finley.

A. R. Speegle is relieving Albert T. Hie, division lineman, Thayer, who is on two weeks' vacation.

C. C. Fawcner, division lineman, Oklahoma City, attended the annual reunion of Spanish-American War Veterans, Denver last month. He was relieved by Everett L. Bray. Bray is now relieving R. P. Benedict, division lineman at Wichita, who is on vacation.

Ira D. Underwood, dispatcher, Chaffee, spent September 17 in Springfield on business and while here visited the Telegraph Department, where he met several of the employees, who enjoyed the brief visit.

Addison Benton Curtis, Norman A. Eaton and Eugene R. Kincaid have been employed as messengers in the Springfield relay office, filling vacancies caused by resignations of Phil Ferbrache, who has resumed his studies at the School of Mines in Rolla; John Freeman, who is attending Missouri University, and Warren Seabaugh, who has entered Drury College here.

F. M. Barry, telegrapher, "S" office, returned to work after a two weeks' vacation which he and his family spent visiting his parents in Indiana.

E. C. Daily relieved division lineman J. J. Mathis at Enid the first of September.

Mrs. J. H. Atkinson and daughter, Willie, have returned from Madill, where they have been visiting their daughter and sister, Hazel Worthy and "Smiles" Worthy, division lineman at Madill.

Oscar Hudson, groundman from Phoenix, is on 30 days' vacation and is visiting relatives near Nanguna, Mo.

P. W. Mead has been assigned to the position of division lineman at Memphis filling vacancy caused by the death of E. Cave.

George Griffin, lineman from Donahoe, is at his home in Pierce City, after having spent a few days in the St. Louis Hospital on account of a broken arm.

C. C. Fuller, telegrapher, relieved J. Frieze, manager and wire chief, St. Louis telegraph office, September 11. Mr. Frieze is taking a thirty days' vacation.

Miss Violet Orendorff and Mrs. Anna Sheehan of the Kansas City P.B.X. office spent Labor Day in Ft. Worth, Texas.

E. F. Oakes, telegrapher, Sapulpa, returned to work September 10, after having been in the Frisco Hospital at St. Louis since August 31.

V. M. Estus has been assigned to regular position in the Sapulpa relay telegraph office.

C. L. Dunbar, night wire chief, Sapulpa, returned to work August 27, after having spent an enjoyable vacation in Canada.

F. C. Schmidt, telegrapher, "S" office, has recently purchased a new Chevrolet Six.

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G. R. PIERCE, Supt., St. Louis, Mo.
J. P. McDONALD, Mgr., Chicago, Ill.

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FT. WORTH, TEX.
DALLAS, TEXAS
CHICAGO, ILL.



Three West Shop foremen at Springfield claim the fishing record for the season just past. George Jarett, C. I. Richardson and W. E. Stucki, foremen, all took 200 pounds of fish from the Big Sac River on one expedition recently. The men and a few of the fish are shown above.

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

Paul W. Arnold is the proud father of a nine and one-half pound son, Walter C., born September 11th. Congratulations! Both mother and son are doing nicely.

Miss Grace Jochum was elected first vice-president of the Springfield Girls' Club, missing the presidency by five votes. Miss Ann McClernon, also of this office, was elected secretary.

Mr. E. E. Shaw, building watchman, has returned from a vacation in old Mexico.

OFFICE DIVISION AND STORES ACCOUNTANT SPRINGFIELD, MO.

R. G. LANGSTON, Reporter

Emice Hagerman spent the week of August 19 at Eureka Springs, Ark.

W. P. Renshaw spent August 30th and 31st, September 1st and 2nd at Cross Timbers, Mo.

F. C. Freeman and wife visited Pensacola over Labor Day.

W. B. Hudson is now driving a Pontiac sedan.

Glad to welcome E. E. Carlock to this office. Mr. Carlock comes from Ft. Smith, Ark.

Harold E. Boren, formerly of this office and now located with a local baking concern, paid us a short visit September 11th. "Chin" certainly is looking good.

W. B. Hudson spent September 11th in St. Louis.

Dean P. Baker took a portion of his vacation during the week of September 16th.

Mr. and Mrs. R. G. Langston visited in Jefferson City August 30th to September 2nd.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD

STELLA COMEGYS, Reporter

Miss Ruth Uselton spent her vacation visiting relatives in California. She had the pleasure of swimming in the ocean, but she says she only swallowed part of it. Ruth also took some lovely car trips and the boat trip to Catalina Island. In fact, her trip was so wonderful and her time so limited

that her only regret, outside of her failure to meet Ramon Navarro, was that she wasn't twins so she could have enjoyed it twice as much.

Glen Elsey spent his vacation in Springfield and most of the time he could be found on the golf links. He fished some and rested and then played more golf. Glen's opinion is that the parents of today don't bring their boys up to be presidents but Babe Ruths. Whiteman's orchestra members or golf champions. But he says when it gets a little cooler he will forsake his golf for a few days and take a real trip.

Ed Burdette and family spent their vacation in California and the usual report was heard that they had had a wonderful time. But he has discovered that the world is not so big after all as they saw Ruth Uselton and her party at the Catalina Island.

Miss Elizabeth Gibson spent her vacation getting acquainted with her "own home town," Springfield, and seemingly had a good time at that.

Belton Hembree and wife spent their vacation visiting in Stockton, Missouri, Belton's home town. Even though it is a small town, yet Belton reports there was not time to rest as they were on the go all the time.

George Wood had his vacation in New York and Washington. He says he didn't come back with a stiff neck but he sunburned his tonsils while in New York. Lack of funds forced him to return home.

Three of our number are driving new cars. Homer Webber possesses a new Essex and Clyde Fullerton has one of the new Fords. Paul Lowery has a Ford though not new but it "hits on all four" and when it gets to going pretty fast, Paul tells us he believes it hits on eight. He and his wife recently made a trip of over three hundred miles and returned safely, reporting a good time.

Last of our items, though perhaps not least, is the news to some, of the marriage of Miss Bertha V. Reed to Mr. Geo. A. Stephen of Ottawa, Illinois. The marriage took place on Sunday, July 14, 1929, at 12:20 p. m. at the First Christian Church in Edwardsville, Ill. Rev. F. G. Brown officiating. Miss Verral Reed, sister of the bride and Mr. John Graf of St. Louis, were the only witnesses. The marriage was kept a secret until September 14, when her services with the



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Frisco ended. Mr. Stepp arrived in Springfield the evening of the 14th and they left for St. Louis September 15th. After a trip to the north and east, they will be at home in Ottawa, Illinois, after October 1st.

The girls of this department and the accounting department and a number of other friends gave a miscellaneous shower for Miss Reed the evening of September 5th at the home of Miss Pearl Fain, 1377 Grant avenue. The assistant hostesses were Mrs. Delbert Inman and Misses Noia Rook and Mary Jane Newton.

A dinner was given at the Ontra the evening of the 14th for Bertha, at which time her marriage was announced. A heart had been cut into as many pieces as there were guests and after putting the pieces together, the secret was told upon the heart.

The division storekeeper's office and employees presented Miss Reed with a 51-piece dinner set and the upstairs office gave her a coffee urn. Our wishes are sincere when we say that we wish for them much happiness indeed.

AUDITOR-REVENUE DEPT. FREIGHT ACCOUNTING DIVISION ST. LOUIS, MO.

LIL KULAGE, Reporter

The vacation season is quickly slipping by and news is scarce this month, but the following few remarks will still let you know the revenue accounting department is still in existence.

Martha Kisro of the agents accounts department was married to

Paul Stecher on September 17th. The Misses Loyola McLaughlin and Ethel Richer were her bridesmaids, and between the three of them it was almost a beauty contest, not excluding the groom of course. Martha was presented with a set of flat silver from her Frisco friends.

We are glad to say that Mr. A. H. Burgdorf is back at the office again after having been on special work "up the street" for some time.

The main topic of conversation today is bowling. Between all the new enthusiasts in the men's league as well as the girls', we all know what we should do, all that is left is to obtain that average.

We are indeed sorry to report the death of Ernie Thielker's wife on Sept. 5th. Our deepest sympathy is extended to him.

Margaret Leahy is back on the job again and looking very well.

Mr. Lamont is back at the Frisco

Hospital again fighting malaria. Hope he wins the fight this time.

Ed Campbell of the same department is out there too, keeping him company. Ed is nursing a case of blood poison and in the meantime the interline department are working like bees (this is the 17th of the month, no wonder).

Milton Militzer and his wife are rejoicing over the arrival of a baby girl.

George Kendall of the statistical department spent six days fishing, but did not average quite one fish a day. Better luck next time.

Katherine Kenney must be saving her money. She stayed at home on her vacation just taking life easy and trying to put on weight. We are still wondering whether or not she succeeded.

Clyde Bell, chief clerk, spent his vacation in Chicago and reports a fine time.

OFFICE OF AUDITOR-DISBURSEMENTS—ST. LOUIS, MO.

DOLYNE SCOTT, Reporter

T. J. Sweeney, former division accountant at Chaffee, has been transferred to the capital expenditures and valuation accounts department.

J. R. Wilhoit has been transferred to Chaffee as division accountant.

C. H. Carl spent a week in Ft. Worth the first of September in connection with the BV-588 for the Texas Lines.

Tim Murray and Paul Marschal returned about the first of September from several weeks spent making a motor trip over the Ft. Worth and Rio Grande Railway Co.

N. L. Owings has returned from a three months' leave of absence spent in Ft. Worth.

W. J. Kelley and Marcus Coleman, from Memphis; W. J. Meador from Ft. Worth and Paul H. Wade, are new employees in the capital expenditures and valuation accounts department.

Eddie Heard, bill and voucher clerk from Chaffee, spent September 14 in the office on his way to Albany, N. Y., to accept a position with the Interstate Commerce Commission.

J. Pikesley left on the 18th, but more than saying he was going to the country he would give no information as to where he intended spending his vacation.

Miss Dorothy E. Moreau has been employed as stenographer in the machine bureau, due to the resignation of Lucie Herman on August 22. Lucile is to be married about the first of October.

There were a number of Labor Day trips, Chicago seeming to be the most popular place. Juanita Prather, Celeste Oge, Gen Proost and Melba Talbot went to Chicago.

Ellen Roche and Edith Bradley made a trip to Pensacola.

Vashti Grimes spent several days in Memphis in connection with Labor Day.

Julia Kitts spent her vacation in Canada the last part of August.

Ida Kolodney and Marie Ruscha spent the week-end of September 14 in Springfield, Mo.

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George Bullerick spent the week following Labor Day fishing.
Gen Vilsick left for California on the 10th to spend two weeks.
Marguerite Broomer and Virginia Manning left the 21st for Washington, New York and Boston.

OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

Not much news, with work the order of the day—and such stacks of work! Such stacks that the entire office must needs work Saturday afternoon, the 7th, ruining a perfectly lovely shower planned for Grace Hanes, who resigned on the 31st of August to become Mrs. M. J. Buckner. The shower was later held at the home of Florence Lyons, with Lillian Yates, Emily Pennington and Elizabeth Owen assisting as hostesses. Grace left with the good wishes of the office for a happy future.

The most exciting news to offer for the entire month is the announcement of a beautiful new diamond worn by Blanche Bramhall of the Record Department.

Weddings have been rather scarce in this office for several months—the last resignation having been last October.

Evelyn Manning is still on leave account of serious illness of her mother.

Only two on vacations at present, and these have journeyed far for theirs—going to Portland and other points in the West for sightseeing and visiting.

Anna Mason has returned from a serious illness resulting from a throat infection.

C. L. Pender, traveling car service supervisor, has returned to work after three weeks of serious illness, part of the time spent in the hospital at St. Louis.

Our sympathy goes out to Mrs. Katherine Beagle and Opha Jackson in the loss of their mothers during the latter part of August.

ST. LOUIS TERMINAL

WM. GAGHYAN, Reporter

Switchman Roland "Firpo" Spires suffered severe injuries on the night of September 2, and now is confined to the hospital.

Switchman Harry Fritz and wife are the proud parents of a baby boy.

Walter Greate, third trick train, Gratiot Yards, is the proud possessor of a new Chevrolet sedan.

Harry Heller, foreman of the 3:30 transfer job, is off on account of a broken ankle. Harry will be glad to have visitors at his home, at 6938 Arthur Ave.

Yard clerks at Gratiot Yards have formed two teams for the Railway Clerks' Bowling League. The Night Hawks team

is captained by J. L. Cunningham. Others are O. Miller, H. Sweetin, Ed. Rose, and H. Freeze. The Owls are captained by Sam Carey. Others are C. Cooper, J. Boyle, R. Gibson and Ed. Howe.

Car Inspector Bisswell is sporting a new Ford car and piling up lots of mileage these nice days.

General Yardmaster Joe Maroney is taking his annual two weeks' vacation at this time. Assistant Yardmaster Ben Heath, Gratiot Yards, is acting as general yardmaster at this time in Mr. Maroney's place. Wilke Weir, of the 8:45 C. & E. I. job, is acting as day yardmaster in Mr. Heath's place.

Night Assistant General Yardmaster Roy Stroup just left on his vacation, accompanied by his family. Carl Harmon is filling in on Roy's job at night.

Switchman William Gretch, 3:00 P. M. Gratiot train yard job, has returned to duty after a vacation motor trip to Kansas City and Denver. Bill's family accompanied him on this trip.

There has been several changes around on the various jobs of bidding and bumping, but we are settled down now and business is excellent through the St. Louis Terminal, making plenty of work for all, especially the extra men.

Fireman Oscar Larson has returned after spending fifteen days down home at Dixon, Mo.

Yardmaster Lou Olligauss, Ewing avenue, is spending his vacation in Los Angeles, accompanied by his wife and aunt. John Kennard of the 3:00 P. M. Ewing avenue job, is filling in as yardmaster at this time.

Engineer H. L. McClelland has returned to duty after being off sixty days account of some fractured ribs.

Switchman Wm. Beerman has returned to duty after being off on the sick list for ten days.

Foreman McCune of the 6 A. M. job has returned to duty after being off having his tonsils removed.

Special Officer John Davis is now at his home and will be glad to have visitors. Mr. Davis recently suffered a broken leg.

Engineer George Lay of the 3:00 P. M. Lindenwood job has returned to duty after being off attending to private business.

Special Officer Sargeant D. J. Nolan, Tower Grove Station, has returned from his vacation spent at Erie, Pa., and Cleveland, Ohio. Special Officer G. L. Roseman assumed Mr. Nolan's position while he was on his vacation.

Clerks at Gratiot Yards on vacation at this time are Grover Miller, third trick, spending at the Great Lakes; Wm. O'Toole and Joe Dwyer, second trick, are motoring to New York and Washington.

Robert Reed, air expert mechanic, Chouteau avenue, is the proud parent of a baby daughter, named Josephine Augusta Reed, born on August 29, 1929.

We extend our sympathy to Switchmen

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E. V. and Jim Hamilton in the recent death of their brother.

Switchman Charlie Voorhees and wife have just returned from a trip to Humboldt and Memphis, Tenn., and Pensacola, Florida.

Switchman Henry Clendennen, wife and daughters, are on a motoring trip to Indianapolis and Cincinnati, Ohio.

Hughey Robinson, chief clerk, Tower Grove Station, is nursing a wrenched ankle and limb at this time, suffered in an auto accident.

Clarence Stukey, timekeeper, Tower Grove Station, has returned from a vacation at Wichita Falls and New Orleans.

Riley Salsman, section foreman, Lindenwood, is confined to the hospital account of an operation.

Tom O'Toole, chief car record clerk.

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Tower Grove Station, has returned from a vacation spent in the vicinity of Keokuk, Iowa.

We wish to extend our sympathy to Fireman Dan Fleming of the Southern Division in the recent loss of his wife. Mr. Fleming was on our extra board, firing in St. Louis.

ST. LOUIS MECHANICAL DEPT.

LOUISE SCHUTTE, Reporter

Frank Thiel, brother of John Oscar, died at Frisco Hospital September 14. We extend our sympathy to John and Frank's other relatives.

Two of our other engineers are seriously ill in the Frisco Hospital. They are John Lynch and William Cook. We hope they will recover soon. The writer also hopes this item might give friends of these two men the thought of visiting them.

Leon Amos, mechanic-laborer, was driving from Springfield to St. Louis when his car collided with a west-bound machine at St. Clair September 16. Although Leon was thrown from the car he was not injured. He said he left his car, a total wreck, at St. Clair, feeling extremely fortunate in escaping severe injury. There is nothing like riding in a railway coach, with the engineer doing the worrying, says Leon.

Our general foreman, William Murney, attended the International Railway General Foremen's Association Convention, held in Chicago, September 17 to 20, inclusive.

Regular meeting of the St. Louis Terminals Club was held September 26. Refreshments were served. Among our number at Chouteau roundhouse, who have been successful in securing freight and passenger business, are John Snarr, Marion Brayfield and Roy White. They are to be complimented. John Daniels heads the list, having secured the transportation of thirty-eight carloads of gasoline from the Independent Oil Company during August.

MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

The sudden passing of T. Y. Tennison, engineer on the Northern Division, comes as a severe shock to family and friends. Apparently in the best of health, Engineer Tennison went out on his run the morning of September 15, was taken suddenly ill and had to be removed from his engine at Columbus, Kan. He was taken to the hospital there and died several hours later. Mr. Tennison had been in the employ of the company for about twenty-six years and has ever conducted himself as a loyal and willing servitor. We deeply regret his untimely death and tender heartfelt condolences to the bereaved family.

Mrs. Carroll Donlavy, wife of caller, started on an extended trip through the West the first of September, intending to visit friends at Los Angeles, San Francisco and Seattle, and to take a steamer trip to Catalina Island. Unhappily, account of becoming ill, she was forced to abandon her trip after the first lap, and return home via the shortest route.

Congratulations are in order for one of our second-class machinists, Earl D. Varner, who on September 16 entered the realms of matrimony, taking as his part-

ner Miss Jewell Larkin, daughter of Mrs. Fannie Larkin of this city. We wish them the best of luck and the greatest happiness in the world!

Our first personal injury in several months occurred on September 4, with S. C. Larkin, extra machinist helper, as the unfortunate victim. He sustained a bone fracture and severe bruise and cuts in the right forearm while assisting in removing crosshead from engine 1002, and will probably lose about six weeks' time.

Mr. and Mrs. E. P. Bridwell, engineer, and wife were summoned to Bakersfield, Cal., on the 15th, by the death of a near relative of Mrs. Bridwell.

We were almost forced to shut down the works the latter part of August, when T. F. Phillips, storekeeper, thoughtlessly hid himself away on a week's vacation, leaving the railroad to run itself as best it could without his efficient management. Mr. Phillips visited his father near Brighton, Mo., and had a very restful and enjoyable time, totally oblivious of the distress he was causing by his absence.

AGENT'S OFFICE, MONETT, MO.

PEARL E. LEWIS, Reporter

Mr. and Mrs. M. K. Pace of Memphis, Tenn., were visitors in Monett during latter part of August. Mr. Pace, who is now terminal trainmaster at Memphis, was enjoying his vacation.

W. G. Haynes, pensioned warehouse clerk, has returned from a trip to Green River, Wyo., and Pocatello, Idaho, where he visited his daughters.

David Marshall, Richard Mills, Harry Fleming and R. O. Davis were members of a frog hunting party a few nights ago and returned home with 16 pounds of frogs. They entertained their families with a "frog leg fry" at the Park the next evening.

The Cities Service Gas Company

have begun work on the new gas mains for supplying Monett with natural gas and our freight revenue has been materially increased by receipt of a number of car loads of machinery and supplies.

Mr. and Mrs. Cecil Hinkle and son have returned from a three weeks' visit with relatives in Fresno, California. They took a sight seeing trip to San Francisco while away.

Mr. and Mrs. Richard Mills spent several days in St. Louis recently visiting relatives and enjoying the "bright lights."

Mrs. Carrol Donlavy has returned from a visit in California, being met in Kansas City by Mr. Donlavy, where they visited for a few days.

Louis Tucker, Jr., has been employed as an extra caller at this station. He is the son of Louis Tucker, engineer.

Mr. and Mrs. A. M. Trimble spent Labor Day vacation with relatives in Hutchinson, Kansas.

W. P. Scott went to Kansas City, 17th to meet Mrs. Scott and son, Bill, who have been visiting there the weeks.

Wilbur Pace, son of M. K. Pace, left September 8th for Columbia to enter the Missouri University for a course in journalism.

Miss Edna Taylor, daughter of conductor Win Taylor, has enrolled as student in Pittsburg Normal, Pittsburg, Kansas.

Mrs. Ray Guinney and daughter Rayann have returned home after two months' visit with Mrs. Guinney's mother.

Frank A. Wightman, secretary Monett Commercial Club, is a Barry county booster. Since being made a secretary of the Monett club, and by the way he is the only secretary of a commercial club in the country who is a farmer, has been instrumental in giving the Frisco railroad company 10 cars of agricultural lime for more

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MINCKS HOTEL--TULSA, OKLA.

ment into Monett in the past two seasons. He lives on an 80-acre farm just a few miles southeast and raises chickens and legumes exclusively, 62 acres in clovers and 18 acres in soy beans. He limes and uses soil building materials as advocated by the Missouri College of Agriculture and has just finished a successful flight of over two years for a Barry county agricultural agent. He raises English white leghorns for egg producers and barred rocks for table use and show birds. Last year his hens netted \$6.36 per hen at a cost of \$2.00 per hen for feed, averaged 213 3-10 eggs per hen. Mr. Wightman was a conductor on the eastern division for many years and railroad and warehouse commissioner several terms, and a member of the first "Safety Council" and still a Frisco booster, helping us railroad employees to get all the business possible.

MECHANICAL DEPARTMENT LINDENWOOD, MO.

Z. M. SIMPSON and J. M. CUNNING-
HAM, Reporters

Harry Plummer and wife and baby, Velma, spent the last two weeks of August in Franklin, Ky., visiting mother.

Ted Barnett, the coon hunter from the roundhouse, left August 18 for Baldwin, Miss., where he spent two weeks' vacation with his mother.

Among the new grease balls at the Lindenwood roundhouse are Roy Gibson, Brynmor Thomas and William Miley.

D. L. Forsythe, general road foreman of equipment, after completing his world's record run, was a visitor at Lindenwood, August 29.

Dutch Loos, foreman of the mill shop, laid off sick the last of August, and at this writing has not yet returned to duty.

Mr. and Mrs. O. B. McMillan and son, Eugene, were at Stansberry, Mo., August 8th to 18th, visiting Mac's mother. It was the first time Mac had been home for over ten years. While there they all enjoyed fishing on the Grand River.

"Sparky" Keyes laid off Saturday, August 24. It must have been something of importance to cause such an unusual event.

Frank Wallace, of the car department, vacationed in Knoxville the last of August.

Mr. and Mrs. Dave Fox were in Beloit, Wis., vacationing August 27 to September 1.

Tom Bumgardner was on the sick list from August 26 to September 10.

John Norris of the car department spent several days in the middle of August at Cape Girardeau and Zelma, Mo.

R. Howdeshell was in Green County over Labor Day. Other Springfield visitors Labor Day were E. T. Pate, Ward C. Melton, K. C. Jones, John H. Sanders and wife, Sam T. Vance, John A. Barker, J. A. Duncan and Zeta M. Simpson.

Harry Cotter, coal chute foreman, was on the sick list September 1 to 7.

J. X. Jenkins of the Car Department was on a vacation down in Chanla, Mo., September 1 to 5.

J. P. Rice, River Division engineer, is the proud father of a nine-pound boy, born August 23. Congratulations!

Herb Emrick of the Car Department is off with a broken arm.

Mr. and Mrs. W. J. Derrick and Mack Durlam of the Car Department were fishing at Piedmont, Mo., in September, on the Black River, and say, talk about those Jack salmon and big black bass—they caught plenty! Fourteen pounds of both, and added to this list of achievements twenty-two fox squirrels, which they caught while hunting in the Ozarks.

John Sanders, our butter and egg man from Kirkwood, has had his truck repainted a shiny new black.

Arthur Kirkpatrick has moved into his new home in Lindenwood, which he recently purchased.

The latest addition to the list of Mississippians employed in the roundhouse is William V. Wells, who started September 3.



"Bob" Butterfield takes no chances

R. E. Butterfield, Senior Engineer of the New York Central, knows trains. He takes the Century from New York to Albany. And from Albany he brings back the Empire State Express.

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"U.S." BLUE RIBBON heavy footwear



"Mickey" Thompson was in the Frisco Hospital August 16 to September 1, having his tonsils removed.

Dan Whalen, division chairman of Local No. 5, attended a meeting of the system board and a general convention held at Springfield, Mo., September 7 to 10, inclusive. Incidentally the night before he left he was re-elected for the ensuing two years by a large majority. This is the first time that a division chairman has held the office longer than one term.

Harold King of the machine shop is sporting a new Essex coupe.

O. M. Evans, president of Local No. 5, was in Springfield September 9, attending the general convention of all the locals.

C. C., "Colonel," McCracken, has entered the service of the Transportation Department as brakeman. Our best wishes for success go with you.

Fire Chief Charles Spuriel Turner really achieved a record August 27, during the lunch hour, too. The Fyler avenue bridge caught on fire that noon and it was reported to both the local forces and the city fire department. Well, of course, being familiar with the history of our speedy fire chief, you might know what happened. He had the fire put out long before the city department even got there; in fact, he was putting away the equipment when they arrived.

John E. Schwend, piecework checker of the Car Department, spent the first ten days of September vacationing in New York City, Washington, Buffalo, Albany, Montreal and other Northern and Eastern points.

Bill Spreitzer of the Store Department is spending his vacation in Seattle and other Washington points, September 9 to 23.

F. G. Collar, storekeeper, took a few days off September 12 to go fishing near Flora, Ill.

A. S. Abbott of Salem, Mo., was a Lindenwood visitor September 7. At least that's one day Seanor had to obey orders. Brought back memories of those days when he was a switchman, you know.

Charles Turner moved into his new house at 6970 Bancroft the first part of September.

Charlie Connelley is taking lots of vacations this summer. His latest trip was to Dallas, Tex., to see his daughter.

Mr. and Mrs. W. P. Gorman left Labor Day for Shelby County, destination, Memphis, of course, where they spent a part of their vacation with the home folks. From there they went to Chicago, where they had the pleasure of seeing Hornsby make a home run, two doubles and a single. Bill also says that he exceptionally

enjoyed the trip through the Field Museum.

Engineer W. H. Johnston, wife and daughter, Hortense, left on the Wabash August 21 for St. Thomas, Ontario, to attend the wedding of Mr. Johnston's nephew.

K. C. Jones is quite the cat's meow with a new seven-tube Atwater Kent radio. She got so enthusiastic she even left the whole night shortly after she got it.

Boiler Inspector E. R. McNabb turned from his California trip Aug. 31 and relieved "Wicker Bill" Henry in his charge of the goats. "Wicker Bill" says those goats would have been all right if they hadn't chewed up so much of his tobacco.

The Misses Frances Coy and Christine Springer of Springfield were week-end guests of Myrl Jones September 7. Mrs. Coy is Myrl's aunt.

The regular meeting of the St. Louis Terminals Club was held September 1. An exceptionally large crowd attended. As usual, plenty of "eats" and good music contributed to a very pleasant evening. A. J. Moxley has resigned as president of the club. John Daniels, who is now taking the position of president, is a real hustler for the Frisco, evidenced by the fact that he obtained thirty-eight cars for shipment over the Frisco for a month of August.

Mr. and Mrs. George Rice and Mrs. Catherine Mein of El Dorado, Ark., and Mr. and Mrs. Richard Mills of Monett, Mo., motored to St. Louis for a few days' visit with F. J. Gibbons and family. Mrs. Mills is Fred's mother and Mrs. Rice and Mrs. Mills sisters of Mr. Gibbons. Mr. Mills is the chief clerk at Monett.

W. S. Lester of Monett was a visitor at the home of his daughter, Mrs. F. J. Gibbons, August 24. Mr. Lester is passenger conductor on the Frisco, out of Monett.

Mrs. F. J. Gibbons and daughter, Mrs. Anne, were Barry County visitors August 27, spending a week there.

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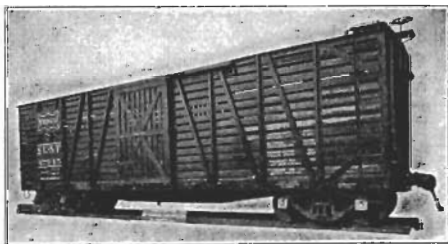
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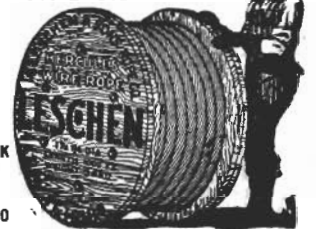
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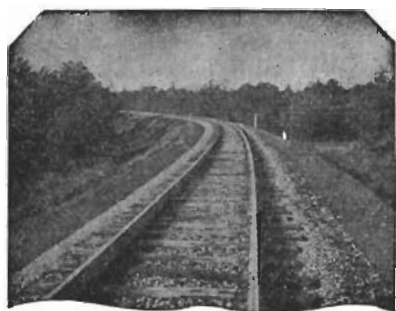
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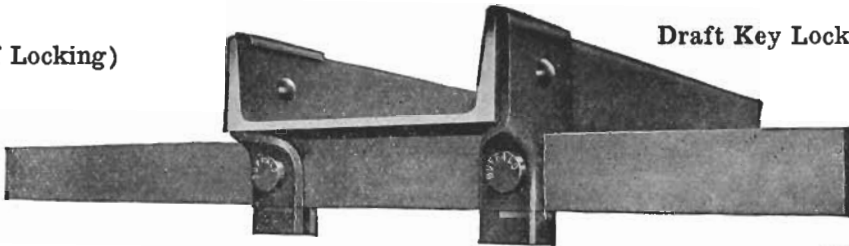
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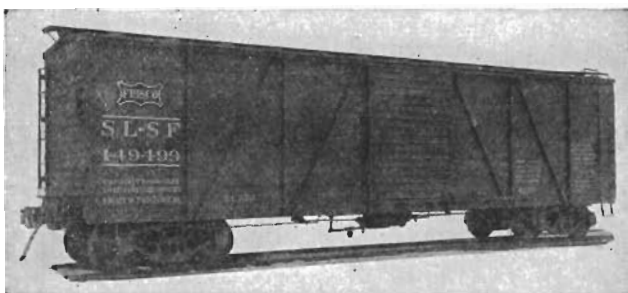
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Passing progress along so all can enjoy it



BEHIND this stout door is a compartment where a saline fog does its worst with the materials used in a motor car. Since no man could live in such an atmosphere, the test is observed through a small window.

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ALL units of Chrysler Motors operate hand in hand, pooling their experience and resources, conducting group research and experiment, holding council together, exchanging ideas—and in each case the public is the principal gainer.

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8:00 pm	Lv St. Louis	Ar	11:35 am
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*Dining Car Service
by Fred Harvey*