HAMILTON is a watch that earned its reputation among railroad men. For Hamilton goes hand in hand with accuracy—and who in this world needs accuracy more than a railroad man?

Joe Canda is one of the thousands of railroad men who has placed his trust in Hamilton and found it worthy. For 26 years he has held down an important post in Tower No. 1, which controls the coming and going of all trains at one of the country's busiest railway terminals—the St. Louis Union Station. He is official “keeper of the gate”—supervising the tremendous work of getting hundreds of trains in and out on time. Naturally his watch is his best friend. It's a Hamilton.

You, too, will like the Hamilton. For Hamilton is more than a mere watch. It is a marvel of workmanship—a truthful, dependable friend that grows more and more indispensable as the years roll by.

Ask your jeweler. He will tell you all about the famous Hamilton 992—the watch that rides in the cab of America’s fastest trains. He'll show you, too, the other Hamiltons for pocket and dress wear. Write us direct for literature describing the latest Hamilton watches and your copy of the convenient 1930 timebook. Address Department “R,” Hamilton Watch Company, Lancaster, Pennsylvania, U.S.A.

The watch shown above is the latest Model No. 951 of the famous Hamilton 992. The pocket watch (left) is the Empire beautiful model in 14K filled yellow or white gold, 980-secometer dial as shown, $55. The Raleigh strap, available in 14K filled yellow or white gold at $5. The Hamiltons from $50 to $605.
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Roadmaster Pat Herd of Carl Junction, Missouri, Recalls Pioneer Days as Trackman Nears Retirement

Fifty-Three Years a Trackman

It was in the year of 1877, and the little 10x10 auction house, the home of the section foreman at Atchison, Kansas, was a desolate looking place, indeed. The "wide open spaces" stretched as far as the eye could see. Prairie chickens were so numerous, another was wild turkeys, and the deer so plentiful that they sometimes blocked the track in front of the Frisco train which steamed its way each day to Atchison through the end of the line.

One day an old Cherokee Indian rode up to the section foreman's house. After the removal of his saddle, the old fellow was a handle. He dismounted and went to the door. Upon being admitted inside he asked if the section foreman might want some potatoes and green beans, and an axe handle.

"Well," the section foreman replied, "I might. Let's see them."

The old Indian brought them in, two half bushel sacks, and dumped the top layer of each on the floor. They looked fresh and palatable, and the section foreman inquired the price.

"Fifteen cents—a lot much?"

grunted the Indian.

The price did not seem exorbitant and with the axe handle thrown in, the deal was consummated.

As the old foreman held his first drink of the incident which Pat Herd, genial Irish roadmaster of the Northern division, related of his experience in early railroad building in the Indian Territory.

Railroad men seeking higher wages, and one of the first stories is that the foreman's name was Jim Dunn. Jerry McCarty, the roadmaster hired Mr. Dunn, and the men walked out with him, left Billy Gordon, the foreman who took his place ("it's a little dried up Irishman from Crocker, Mo.," so Mr. Herd described him) with only one man.

Mr. Herd applied for a job and was hired. He had spent a lifetime before the engine, and had his feet bare for his clothes. He was red with the dust of the tracks. Two pounds of beef, half dozen eggs and two loaves of bread, with his fifteen cents. The price did not seem exorbitant for the old Indian to purchase for his own supplies, two pounds of beef, a half dozen eggs and two loaves of bread, with his fifteen cents. There are a co-operatively small number of railroad history books which recall these early days of railroad building, and this, 1809, is Pat Herd's last year of railroad building. He was born in 1861 and began his service with Frisco Lines on June 1, 1877, at Ritchey, Missouri, working on the section of the old Atlantic & Pacific, and will be retired when he reaches 70 years of age this summer. He was eleven years old at that time, and together with another boy his same age, made a "hand." The two of them worked together, for a dollar a day. He recalls that the foreman's name was Jim Dunn.

On the first of September, 1887, the foreman at Granby, Mo., one Dick Cox refused a man for a week or ten days, and Mr. Herd took the job, and at the end of the month drew his first pay check from the old pay car. Jerry McCarty, the roadmaster hired Mr. Dunn, and the men walked out with him, left Billy Gordon, the foreman who took his place ("it's a little dried up Irishman from Crocker, Mo.," so Mr. Herd described him) with only one man.

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WORLD'S LARGEST BERRY FARM IN ALA.

Two years ago the site of the farm was an area of 8,400 acres of unimproved land, with a scattered stand of slow growth pine timber.

Then the state officials of Alabama were enthused over the remarkable fertility of this state-owned property, particularly in view of its close proximity to the state penal institution at Huxford, where convict labor could be secured.

Conferences with Mr. G. K. Fountain, warden of the prison at Huxford, and two years ago the rehabilitation of the tract's acreage began and Moffett State Farm became a reality.

The regeneration of the district is wonderful indeed. First, 4,500 acres of land was cleared and 2,000,000 board feet of yellow pine timber was secured, all of it sawed and dressed in the farm's lumber mill, and used for the construction of numerous farm buildings. The farm was fenced, and miles of highway were constructed through it. Then followed the construction of housing accommodations for the 1,350 convicts who are the farm workers, and their guards and overseers, and a hotel for the benefit of visitors.

The construction of five miles of railroad, with 60-pound rail, from the farm to a connection with the Frisco at Huxford was completed in record time, and small switching engines were purchased by the state to care for the switching of cars from the farm to Frisco Lines.

With all this work completed the actual farming began in November, 1928, when 40 acres of strawberries were planted. In March, 1929, 240 additional acres were put to berries, and today the entire 220 acres are producing lavishly. Agricultural experts claim this to be the largest strawberry farm in the world. The first car of the berries left the farm on April 2, via the Frisco to Chicago, and daily shipments are being made. Warden Fountain estimates that fifty or more cars will be shipped this season.

Every facility for handling the strawberry crop is at hand, and sixteen packing sheds are located on the strawberry acreage. From the sheds they are trucked to the loading sheds, or to the pre-cooling plant which has seven compartments, six of them refrigerated with a capacity of five carloads. All berries are packed in 24-pint or 24-quart containers, each container labeled with a highly colored and distinctive label of the Moffett State Farm, and all berries are governmentally inspected and must pass an A No. 1 rating before shipment.

But development of the largest strawberry farm in the world is far from the limit of this modern plant. During this year, the farm will ship the production from 320 acres of Irish potatoes, 190 acres of snap beans, 190 acres of cucumbers, and 100 acres of sweet corn. In addition, sufficient acreage of spinach, lettuce, okra, beets, peas, onions, cabbage and tomatoes has been planted to care for the feeding of the farm workers.

In order that this vegetable production may be properly conserved, a canning plant has been established and any surplus from immediate needs is canned and stored for future consumption.

During the spring of last year, Warden Fountain and his "guests" planted (Now turn to page 25, please)
HAS LETHARGIC INERTIA GOT YOU ALL winter long we have noticed how badly persons complain of having "that tired feeling" and we have had it, too. How can it be cured? Much has been said about this disease. We all know the symptoms. Everyone knows what it is: to come down to work in the morninig all beaming with zip and vim, anticipating a day of large accomplishment, only to get his chin cupped in his hand and a far away look in his eyes about the middle of the morning. If we go to literature for our answer, we find none. Authors seem to have ignored it. Perhaps it is because writers are permanently afflicted with these diseases. Tennyson spent his days writing when he said, "In the spring a young man's fancy lightly turns to thoughts of love." This may account for some of the season's distraction, but it is only a drop in the proverbial bucket. Undaunted by the hopelessness of the task, we cast about to see if we could add to the total of general knowledge on this disease. We did it just because we wanted to help our suffering fellows and just because we wanted to further the interests of science. We had no other motive. Of course if they want to give us the Nobel prize or what ever prize it is that is worth twenty-five hundred dollars for the greatest scientific achievement during the year, it will be all right. We decided that if we were going in for scientific research on the subject, the thing to do would be to go to the library and look up the disease. We found that with ourselves. That's what we got. We thought it over and suddenly decided that the doctors had been kidding us all along and imagined he was just trying to sick 'em up. With no great enthusiasm we accosted the doctor and accused him. "No, I wasn't kidding," he claimed, "they are real diseases. They've hurt a lot of people and they are curable. Do you know any..." (Note: turn to page 15, please)
The "boys" held Railroad Sunday School in Enid, Okla., on the morning of March 30, and the gospel of good track conditions was expounded by division engineers, roadmasters, age superintendents, bridge and station foremen. It was one of the largest section foremen's meetings to be held on Frisco Lines, and much which was placed near the track could not accommodate the men until several chairs were added in the aisle.

It was the sort of gospel meeting where everybody gets up and tells his experiences — where the preacher starts to be quizzing them on the rules because which they learned, and brings it if there were any failures in living up to instructions.

Each man had the feeling at some time or other that the preacher had him in mind when he gave his various illustrations.

Mr. T. F. Jones and A. N. Patterson, "Deacons" and roadmasters, both stressed the need for a uniform job of work and elimination of personal error in not living up to the book of rules and that if they would repent in time — all would be forgiven. It wasn't that these section foremen had laid down on the job. It was merely to spur them on to greater efforts than they had ever exerted before. An officer on a recent inspection tour of the Western division spoke favorably of the track conditions which he found there, but these Western division foremen have a particularly difficult job, due to mud squeezes and other conditions peculiar to that division.

Bravely, Mr. Payson outlined the various subjects. He preached good right-of-way fences, the banning of working with bad order tools, and other subjects such as rail laying, accident prevention, leveling spikes down and tightening bolts, putting in missing plates, mud squeezes and finally urged that each foreman plant a flower garden.

Mr. A. L. Fisher, division engineer, arose to the occasion. He might be considered an "Elder" at the meeting, for he checks up on the members of his Railroad Sunday School by trips over the Western division every sixty days. He emphasized the fact that more time should be spent in dressing up the track and right-of-way, lining ballast, cleaning ballast from the ties, etc.

(Left) A view of the members who attended Enid's Railroad Sunday School, March 30.

Below P. M. Bell of Car-
van, Okla., the oldest in point of age at the meeting (right).
Amrita Grotto of Fort Smith
Plans Ten Weeks' Camping at Resort

A view of the clubhouse at Amrita Boys' Camp is shown below.

Amrita Grotto and boys' camp in Fort Smith, and C.R. Mask, expert in physical woodcraft, and Indian lore of Fort Smith. Boys from the states of the South, Kansas, Oklahoma, Texas, Louisiana, Tennessee, Arizona, and perhaps other states in the Southwest will be gathered there for this character-building camp and Frisco employees who are interested in sending their sons to the camp are requested to write R. David Shepard, Amrita Boys' Camp Masonic Temple Offices, for full particulars.

EXTEND BERRY SEASON

The strawberry season has been extended from the latter part of March until the middle of June, to the movement of an additional cars from the Pensacola district. These strawberries moved in the last part of March and will sustain the Ozark season which will continue April.

The 100 cars came from the state of Alabama, and from land owned by the State Prison Farm. Prospects for a fine crop of berries from the Ozark sections are good according to Mr. W. L. English, supervisor of agriculture, however, there is a great hazard of frost in the days of April which would havoc to the Ozark output. The number of cars which will move from the Ozark section could not be estimated at this time.

O NE of the most unique of country clubs is located on the Arkansas lines of the Frisco, the views commanded from the club house verandas are among the most beautiful in the entire Ozark country. The club house itself is constructed of native rock and has all modern equipment including electric lights and running water.

Amrita Grotto, one of the prime movers in the club, has had the Frisco railroad flag stop at the foot of the bluff named "Amrita" in its honor, and an additional honor was paid this arena with the announcement recently that a boys' summer camp will be operated this year at the country club, to be known as "Amrita Boys' Camp."

Fifty boys from the Southwestern territory served by Frisco Lines will be given training under the influence and protection of the Grotto membership, and the camp will begin in June and continue for a period of ten weeks. The cost for ten weeks is announced at $275.00 and for five weeks $150.00.

Not only will the youthful trainees have a beautiful new club house to live in, they will also have the run of a 120-acre virgin mountain-site camp, with swimming holes in abundance, and hunting and fishing to while away vacation hours.

No boys' camp is complete without a director of athletics, and not many boys will have an opportunity this year to train under the direction of an "All-American" football player. But Amrita's boys will have that opportunity, for the famous Wear Schoonover, Arkansas University "All-American" selection by Grantland Rice, will supervise the training of the boys at the camp during the season to come.

Schoonover's remarkable athletic record shies him for such a position. He won letters during his last three college years in football and baseball, and during one year made himself a three-letter man with an "A" in baseball. For three consecutive years he was an All-Conference basketball player with the Razorbacks, and in football he made all-conference on two occasions, as well as placing the "All-American" mythical eleven in his senior year.

Not all of the attention will be given to athletics, however, and a splendid coterie of experts in other lines will also be on the teaching staff. Other members include Col. H. C. Morrison, who will act as dean of the camp; Coach Ben Mayo of the Fort Smith high school, who will serve as lieutenant director; F. Vantrease, scout executive at Fort Smith; Prof. Edgar A. Robinson, conductor of the...
New Dining-Lounge Cars Placed in Service

Above: A picture of the lower, showing the seating desk, booth work, and beautifully finished interior of the part of the car.

The cry of those up-to-the-minute in their service to the public has become the cry of those up-to-the-minute in their service to the public. Always in the forward spirit of progress, Frisco Lines announces the recent completion of two new dining-lounge cars, constructed at the West Coach Shop at Springdale, Mo., which embody all of the characteristics of modern design. For are, undoubtedly, among the most beautiful cars of their type now running on American railways.

Dining-lounge car No. 1801 has been placed in special service. Work on the car was started on October 11, and the car was turned out of the shops January 15. The car is 72 feet 6 inches over end cells, and the interior is finished in Mexican mahogany, with maple trimmings in delicate colors on the walls. The lounge end of the car is furnished beautifully, and the upholstering shop of the Frisco Lines. The chairs are of different colored velour in pastel shades, the carpet blends with the upholstery of the furniture. At one end of the lounge is a huge mirror back rack and two berths between the lounge and dining compartment, which may be used for playing cards in daytime and as lower berths at night for the crew on the car.

The dining compartment will accommodate 18 guests, and the chairs are upholstered in a golden brown leather which harmonizes with the walls, and the Frisco Lines trademark, in red and white, appears on the back of each. The kitchen is the last word in dining car equipment. It is finished in Acoloy Stainless Steel, which is easy to keep clean and sanitary. The refrigerators are all lined and a tank of water in the car provides ice cold drinking water continually.

The estimated value of the car is $60,000. Car 1804 is being constructed along the same lines, and it is expected that it will be ready for use by March 15. Previous to the rebuilding of these two diners, a car of the 600 series, No. 636, was rebuilt which operates in trains 9-10, 1-2. Diners 637 and 639 are now in the shop undergoing repairs and rebuilding and will be placed in trains 1-2, 9-10 when completed.

The 1891 made its first trip with the special train of the Kansas City Life Insurance Company to Florida, and the car created a sensation among the patrons. Following their arrival in Hollywood, Fla., they wrote officials of the Frisco, praising both the service and the beauty of the new diner-lounge car.

THESE FRISCO TOWNS
L. S. Reisey of Joplin, Mo., invites you to solve these jumble-lettered names of Frisco towns. See: page 15 for correct answers.

N-H-D-D-P-H-P-S
A-W-C-I-I-H-T
M-I-L-J-O
M-E-A-T-N-O-B-U
G-I-P-T-U-B-S-T-R
A-N-E-L-A-G
A-D-E-E-Q-H-S-N
S-L-A-U-T
P-A-P-A-L-U-S
R-A-G-I-D-R
The three dancing dols by the grant of children above shows was a
landmark attraction of the joint meeting of the Kansas City
Club and the Ladies Auxiliary held May 15. The girls were dressed
with a poppy poppy dress and a wand called a "
Poppy Wands". Among their "showy" numbers were: "The Three
Graces" (Misses Smith, Moore and Hinkle); "The Three Misses" (Misses
Wright, Brown and Smith); "The Three Misses" (Misses Davis,
Martin and O'Connor); and "The Three Misses" (Misses Smith,
Moore and Johnson). The music was furnished by the Sunset Six
Orchestra. The crowd was thoroughly entertained and the music
was most enjoyable.
to make brief talks. An entertain-
ment committee comprised of the fol-
lowing was appointed to serve during
April, May and June: Miss Margaret
Bisson, chairman, Miss Lillian Rons
and Miss Arlie Hart. One hundred
sixteen girls were present at the
banquet.

Thayer, Mo.

Interest in baseball is running
high in Thayer, Mo., since the Prison
Employed Club there met on April

The attractive Spanish gown and
monk shoes worn by Mrs. Ward (above), war for
J. E. Ward, Indianapolis, won for her
the first prize offered in the lady's
with the best posture at the maypole party
at the Prison Employed Club of Okla-
ahoma City, held March 20.

1 and organized a team. From pres-
ent indications, the club's team
will receive wide support from the town-
people. In fact, at the meeting in
which the team was organized, A. L.
Carr, mayor of Thayer, who was pre-
sent, promised his unquestioned support
and since this session many other
citizens have expressed willingness
to back the Prison nine. Twenty-five
club members attended the meeting.

Mr. H. R. Baisden was unanimously
elected manager of the team and a
call was tendered for all wishing a tre-
ant to report at the half park on the
afternoon of April 5. Prior to the
meeting of April 4, the club had re-
ceived an invitation to join the Ozark
Baseball League, which had been un-

Chaffee, Mo.

The string band of the Chaffee
Employed Club is proving a
welcome asset to the club. It
 meriting a larger attendance to
meetings and should be an
im
portant factor in the future entertain-
ings of the club. The meeting of
March 13 was opened by thirty
minutes of music by the

members of baseball and traffic
contribution constituted the bulk of
business handled at this meeting.

A report was made on the club
play with Miss Tlc Cook and a com-
nedy was working. The play will be

in the Chaffee High School gym


4th of April. It was announced
seven members and four visitors
in attendance at the meeting.

3d of April. It was announced
seven members and four visitors
in attendance at the meeting.


Gold Club, St. Louis, Mo.

Mrs. Gladys Wright of the auditor-

department, who wrote the
song, "The
Tennessee Waltz," was
recently accepted as the
chairman of the music com-
mittee of honor on the program

at the banquet of the Prison Girls'
Club of St. Louis, held March 31.

Mrs. W. J. Wakefield, who

and her collaborator, W. J.

Wakefield, wrote the music, had

song six years ago, and how,
in the acceptance, she and

Lane had never seen the

Legislature to hear the

in 1926. After copies of the

of the school, was


The attractive Spanish gown and monk shoes worn by Mrs. Ward (above), won for her the first prize offered in the lady's competition at the maypole party at the Prison Employed Club of Oklahoma City, held March 20.

and organized a team. From present indications, the club's team will receive wide support from the townpeople. In fact, at the meeting in which the team was organized, A. L. Carr, mayor of Thayer, who was present, promised his unquestioned support and since this session many other citizens have expressed willingness to back the Prison nine. Twenty-five club members attended the meeting. Mr. H. R. Baisden was unanimously elected manager of the team and a call was tendered for all wishing a trea-
G. Baker, assistant general freight gins, Jr., director of publicity, and E. employe of the Santa Be, gave a vocal of Swift and Company, gave an ac-
cordion solo and Mr. Roy Hanks, an 
reading by Miss Blanche Eaton, of 
played by Tom Miller of the Central 
Wells, Cooper and Bennisen. The 
under the direction of D. R. Alexander 
very attractive program of entertain-
mament was begun with group singing 
of the Union Paciflc Commercial of-

guests with a dinner dance In the 
Wroughten and Mrs. Breedlove. In 
part of the discussion pertained to 

community to the Frisco Employes' Club of 

this party were James De Fries, 
Mrs. Batchelder. The hostesses at 

iary to the Frisco Employes' Club of 

3lary to the Frisco Sunnyland Club 

The meeting of the Ladies Auxiliary, Clinton, Mo. 
The meeting of the Ladies Auxil-
ary to the Frisco Employes' Club of 

the program. Bob Anslyn's 
talks. The program was 'concluded 
with a talk by Dr. James W. Fifield, 

T. J. Dionis, who has been elected to the prentency of the Frisco Employes' Club of Birmingham, Ala. 

gratifying results, it was reported at 
a business meeting of that club held 
April 1. 

this meeting was attended by thirty-five members and was featured 
this meeting. 

A. C. Miss 
Gage sent a note 
ment on the 

Poglar Bluff, Mo. 
Members of the Frisco Employes' Club of 

Ladies' Auxiliary to that club went 
a joint meeting of the clubs April 3. to report all traffic 
mediately upon receiving 
this meeting. 

Logan, Okla. 
Members of the Frisco Employes' Club of 

Ladies' Auxiliary to that club went 
a joint meeting of the clubs April 3. to report all traffic 
mediately upon receiving 
this meeting. 

Henry 
The end of 


and passenger agent, made brief 
talks. This program was concluded 
with a talk by Dr. James W. Fifield, 
traveler and lecturer. 

Following the program, the hall was 
cleared and the remainder of the 
evening was spent in dancing. Vist-
tors at this affair included a number of 
traffic men from Kansas City in-
dustries. 

Solicitation work by members of the Sunnyland Club during the first 
quarter of 1930 has brought very 
tendence at this meeting. 

North End Boardman, O. 
The principal talk at the North End Boardman Club held April 3. was made by C. H. Celik's 
club's president. Forty members were present. 

A report on tips and for-
cussed and a discussion of the 
constitution of the home 
this session. J. F. Overby, 
ter, was elected club presi-
ent at this meeting to succeed 
Nicholas, who left Benin to 

St. Louis Terminals 
The wide awake, Frisco Employes' Club of the St. Louis Terminals has 
had considerable success in its solic-
tation work recently, it was reported at 
a meeting of that club, held March 
26. Sixty-five members were in at-
A great deal of amusement was afforded at the joint social meeting of the Western Frisco Employes' Club held March 21, with a party to which these present bid fair. The package, the contents of which were unknown, the Ladies Auxiliary furnished the package. More than a hundred members and guests attended.

Mr. A. C. Miller was master of ceremonies and the principal speaker. He dealt chiefly with solicitation in the form of a skit. Miss Pauline Keel sang two songs and Miss Thedora sang a number of songs, accompanied by the piano. Miss Gage accompanied him also. Following the program, several novelty stunt numbers were given.

The annual "Springing Basketball" at Ft. Smith, Ark., March 14, found a Frisco girl playing a prominent part or one of the beauty queens at the annual "Miss Spring." In the photograph above "Miss Spring" and her court, the seventeen young ladies at the extreme left is Miss Dorothy Cardwell, granddaughter of Roadmaster Anton Schery of Fayetteville, Arkansas, daughter of Less Employed Club of Hugo, Okla., gave their wholehearted attention in a meeting held April 8. Ten members were present.

Mr. A. C. Miller, president of the club, opened the meeting with an enthusiastic talk in which he brought out that employes should feel it their duty to get together and discuss methods of getting more business. Brief talks, dealing with courtesy, methods of making contacts with the public and kindred subjects, were made by J. A. Hutchison, assistant superintendent, M. T. Burr, roadmaster, H. G. McMillan, agent, W. T. Wolfe, yardmaster, W. I. Adams, roadmaster, and R. Harshaw of the car department. The next meeting of the club was set for May 15.

Hugo, Okla.

Freight solicitation was the subject to which the members of the Frisco

Cedarville, long-tender at Ft. Smith, Ark., and wife of Fred Schery, retired long-tender between Ft. Smith, Ark., and a discussion of the boxing, consisted of four bouts.

E. Norris, assistant passenger agent, was present. This bill for the evening consisted of a report on business and tips secured and a discussion of the club's entertainment at the meeting. He expressed his appreciation of club work and pointed out that business had increased during March. Following Mr. Morris' talk, it was announced that the club had completed arrangements with the Chaffee Carnival Company to show in Neodesha during the first week of June. A report was made on the club's recent dart ball match with Cherrvally, Kan. The Cherryvale team won one out of the five games played.

Cheffeo, Mo.

Warning was issued at the meeting of the Chaflfeo Frisco Employes' Club, held March 27, for all members who desired to boise alive pitching hones to begin practice at once, as an early

Neodesha, Kan.

Hard-fought boxing matches were the principal feature of the entertainment at the meeting of the Frisco Employes' Club of Neodesha, Kansas, held April 1. Twenty-four members of the club were present.

The main event of the evening was a bout between Knockout Harold and Phil Scott. Mr. Scott was outnumbered by twelve members. An announcement was made at this meeting that the club's entertainment committee had cancelled the affair which they had planned and instead would give a banquet sometime in May. The next business meeting of the club was set for May 11.

Neodesha, Kan.
A bridge and buns luncheon, given March 15, constituted the March meeting of the Frisco Girls Club of Springfield. The St. Patrick’s theme was carried out and the decorations and decorations and each girl was given a floral favor by the Emhoff greenhouses.

The price for high score in bridge was awarded to Miss Shirley Williams. Mrs. Iris Brown won the second highest prize. Miss Emily Hoffman took the prize for having the highest score in bunsen and second prize went to Miss Nola Rock. Miss Irene Schaller won the cut favor. Arrangements for the affair were in charge of the past officers of the club, among whom were the following: Misses Freddie Branchon, Verna Trillin, Anna Mason and Core Pitts. Miss Marie Arnold was chairman of the group.

Wichita, Kans.

The Frisco Employees Air Capital Club of Wichita had a very successful meeting March 28. More than 155 members and friends of the club were present.

The first part of the evening was devoted to the election of the officers, following which those present spent the remainder of the evening in dancing and playing cards. Refreshments were served by the members’ wives.

A drive for a larger attendance at business meetings was launched at the meeting of the Frisco Employees Air Capital Club of Wichita, Kan., held April 15. Fifteen members were present.

As a result of a recent solicitation effort the membership at the meeting of the Frisco Employees Air Capital Club of Wichita, Kan., held April 15, 15 members were present.

A report on solicitation work revealed that members were giving large delegations from their clubs to the meeting at the meeting. D. J. J. Lahr, Mrs. R. B. Collins and W. B. Bennett were appointed to arrange for refreshments and prizes.

Following the business session, a mystery package contest was held. The winning number was drawn by Mrs. C. H. Henderson. In winning the prize, she also won the duty of preparing a mystery package for the next business meeting. The winner of the highest score was Mrs. C. H. Henderson, who took second prize.

Frisco Ladies’ Club, Tulsa, Okla.

The business and social session of the Frisco Ladies’ Club of Tulsa, held April 15, was devoted chiefly to planning a dance and a bridge luncheon, both to be held in May.

Complete arrangements for this dance will be put in charge of a committee comprised of Mesdames G. O. Harrison, J. C. Burnett, and W. B. Baxter. Mrs. Harrison and Mrs. Basler were also appointed on the committee in charge of the luncheon. The third member appointed to that committee will be the highest score and Mrs. C. H. Henderson will be second prize.

Complete arrangements for the evening were put in charge of a committee comprised of Mesdames R. J. Lahr, O. L. Yeon, E. B. Collins, and W. B. Bennett. Mrs. S. L. Lauderdale, Misses Marie Arnold was chairman of the group.

Fort Smith, Ark.

A novel plan for winning good will in the community was brought up at the meeting of the Frisco Employees’ Club, held April 12. The plan, which was introduced at a meeting by H. B. Johnson of the eastern service department, is to plant native flowers at the entrance to the depot. A definite action was taken on the matter in this meeting. A committee was appointed, however, to investigate the plan. Ten members were in attendance at the meeting.

A report on solicitation work revealed that members were giving large delegations from their clubs to the meeting at the meeting. D. J. J. Lahr, Mrs. R. B. Collins and W. B. Bennett were appointed to arrange for refreshments and prizes.

Fayetteville, Ark.

Praise of Prelate Lines from Colored Club, one of the largest and finest groups on western rivers, enjoys a delightful tour on the St. Francis. The St. Patrick’s theme was the most popular. All terminal directors and large delegations from their clubs were present. Dancing, extraordinary poppy seeds and amusing games provided the evening entertainment.

Color Club, Birmingham, Ala.

Comment on the conditions of life that the Frisco Employees’ Club, held April 7, were the Rev. J. L. Lauderdale, J. P. Washington, in charge of the service department. The Rev. J. L. Lauderdale was chairman of the group.

A challenge was issued at the meeting by the Birmingham Fire Fighters’ baseball club to arrange on the system.
U.S.S. Pensacola, Navy's Newest Cruiser, Visits Namesake City April 1st

During thousands of grateful Pensacolans greeted the U.S.S. Pensacola, newest cruiser of the Navy's fighting fleet, as reported historically up Pensacola Bay the morning of April first and docked at the Frisco's pier. Escorted by a convoy of decorated small craft, the 10,000 ton fighting cruiser made her way up the bay and straight to the dock without pilot help, a feat possible only in the deep waters of Pensacola Bay. High above, a fleet of Navy Hawk pursuit planes started with a celebration of the Pensacola's arrival, while officials of the army and navy forces stationed in Pensacola welcomed Capt. Howe, her commander, and his crew of 600 officers and men. During her three-day visit to her namesake city, the ship was visited by approximately twenty thousand persons who thronged Pensacola to "open house." Letters from naval department, chamber of commerce and administration thanking Frisco Lines for use of docking facilities, were received by Mr. Howard Humphreys, superintendent of bridges at Pensacola.

INERTIA GOT YOU?

(Continued from page 6)

"That's right," we asked.

"No, sir," he prescribed, "when you feel an attack coming on, just work twice as hard as you would if you were feeling all right. That's a sure cure. You'll forget about it then."

We came back to the office determined to meet the next attack of the enemy with the good doctor's prescription. About two o'clock in the afternoon, increasing grogginess told us a bad spell was coming. Determined to meet the doctor's advice, we redoubled our efforts. Got a lot of work and laid it on our desks and started pounding the old typewriter twice as hard and twice as often. "A great prescription," we thought to ourselves. "Yeah, it was a great one all right. If our elbow hadn't slipped off the corner of the desk about 4:30 p.m., we'd still be sitting right there in front of the little old L. C. Smith—sound asleep!"

FRISCO TOWNS

(Answers)

Springfield

Wichita

Kanusa City

Joplin

Beaumont

Memphis

Birmingham

Pittsburg

Neodesha

Tulsa

Oklahoma City

Sedalia

Cleburne

Carthage

Jonesboro

Railroads in the hands of receivers at the end of 1929 numbered 31, with 6,621 miles of line. At the end of 1920 there were 61 different roads in receivers' hands, with 16,290 miles of line.
EDWARD MERRITT

Boilermaker George Heeren hit a rivet head flying in the wrong direction on a rivet head being driven in a wrong direction on the side of an engine flue.

His stomach told him the dinner hour was almost on hand, and the shop clock pointed to 4:20 p.m. when a rivet head flew in the wrong direction on the side of an engine flue.

River division's new superintendent is 30 years old, the youngest in the engineering department on the Frisco organization as a chain and rodman.

Goggles Save Two More Frisco Men From Injury

Edward Merritt, boilermaker apprentice, had spent the day rolling and trimming front end air boxes with an air hammer and tool. His stomach told him the dinner hour was almost on hand, and the shop clock pointed to 4:20 p.m. when a rivet head flew in the wrong direction on the side of an engine flue.

What happened to the goggle lens is shown in the photo above. What happened to Mr. Merritt's eye? It wasn't damaged in the slightest degree.

Boilermaker George Heeren hit a rivet head flying in the wrong direction on a rivet head being driven in a wrong direction on the side of an engine flue.

Two wore theirs in the mechanical department of the Frisco in Springfield, Mo., are thinking their lucky stars (and lucky they are) that they observed the hastily pressed precautions about wearing goggles.

Edward Merritt, Boilermaker Apprentice, had spent the day rolling and trimming front end air boxes with an air hammer and tool. His stomach told him the dinner hour was almost on hand, and the shop clock pointed to 4:20 p.m. when a rivet head flew in the wrong direction on the side of an engine flue.

What happened to Mr. Merritt's eye? It wasn't damaged in the slightest degree.
A CHAMPION FOREMAN

Wm. Dotts of Buhler, Kan. Works 42 Years Without Accident

NORTHERN division officials are considerably elated over another system-wide "champion" in whom they have discovered.

SPRINGFIELD, MO.


ST. LOUIS, MO.


PLAN BOWLING CONTEST

System Wide Tournament Scheduled at Springfield During May

E NTHUSIASM for a system-wide bowling tournament has swept over Frisco Lines to an extent that the tournament has been scheduled at Springfield, Mo., on May 19-21, with entry of teams from at least five of the larger cities on the railroad assured.

Details plans for the tournament will be decided upon and announced May 1, a committee headed by John R. Gibson. Other members of the committee are James McSpadyne, Claude F. Johnson and S. M. Carter. At that time the committee will also announce prizes that are to be awarded. It is expected that the St. Louis Men's Club will enter several teams possibly as many as eight and the St. Louis Fundamental Club will probably enter two or three teams. Kansas City and Memphis will likely each have that number of teams on hand and Springfield will have a number of teams.

Clymer announcing plans for the tournament have been mailed to all the Frisco Employees' Clubs, inviting all of the clubs to enter teams. Many entries in addition to those mentioned are expected. While the Frisco Men's meet in Springfield for the tournament, a system-wide league will be formed to function throughout the entire year and plans for making the tournament an annual event will be considered.

A "DISTRESS PROPOSAL"

The rates of the accident prevention department is a talk with the most often cold earnestly about accident prevention, and irksome because they take care of themselves and their equipment.
TRAINS 97.4% ON TIME
River Division Leads With 99.1 Per Cent On Time Performance

The report shows that 99.1 per cent on time performance, the report shows. One hundred eighty-six trains were operated there. This exceeds last year's record by 4.7 per cent when 188 trains were operated there during March of last year. During March, 1929, the 248 trains operated on Texas Lines were 98.3 per cent on time.

Of the divisions, River division was ranked first in the report. A total of 485 trains were operated on this division during March and they were 96.1 per cent on time. River division's record for March of last year was 91.6 operated 97.8 per cent on time, and during March, 1929, the 1,497 trains operated on this division 97 per cent on time.

Central and Northern divisions tie, for second place, the report discloses. Each of these divisions had an on time performance of 97.3 per cent. A total of 310 trains were operated on the Central division and 1,116 were operated on the Northern division. The record made on Central division ties also with the record made there last year. During March, 1928, a total of 260 trains run on this division and were 99 per cent on time. The same number of trains were operated on the Northern division during March last year as were operated there during that month of this year. Last year they were 97.8 per cent on time. The 1,251 trains on this division during March, 1929, were 97.5 per cent on time.

Southwestern division was given third place in the report, operating 868 trains 97.8 per cent on time. A total of 865 trains were run during March, 1929, and were 96 per cent on time. During that month in 1928, a total of 930 trains on the lines were run 97.7 per cent on time. The report, giving in detail passenger train performance on all divisions appears below.

<table>
<thead>
<tr>
<th>Division</th>
<th>Trains Operated</th>
<th>Total Trains Maintained</th>
<th>Schedule or Made Maintained</th>
<th>On Time or Made</th>
<th>On Time or Made</th>
<th>Per Cent</th>
<th>Per Cent</th>
<th>Per Cent</th>
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<tbody>
<tr>
<td>River</td>
<td>485</td>
<td>485</td>
<td>485</td>
<td>485</td>
<td>485</td>
<td>96.1</td>
<td>97.8</td>
<td>97.5</td>
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<tr>
<td>Central</td>
<td>310</td>
<td>310</td>
<td>310</td>
<td>310</td>
<td>310</td>
<td>97.3</td>
<td>99.4</td>
<td>99.1</td>
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<tr>
<td>Southern</td>
<td>868</td>
<td>868</td>
<td>868</td>
<td>868</td>
<td>868</td>
<td>97.8</td>
<td>97.4</td>
<td>97.3</td>
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<tr>
<td>Western</td>
<td>186</td>
<td>186</td>
<td>186</td>
<td>186</td>
<td>186</td>
<td>97.3</td>
<td>97.4</td>
<td>97.3</td>
</tr>
<tr>
<td>Eastern</td>
<td>558</td>
<td>558</td>
<td>558</td>
<td>558</td>
<td>558</td>
<td>97.3</td>
<td>97.4</td>
<td>97.3</td>
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<tr>
<td>Total Operated</td>
<td>2,991</td>
<td>2,991</td>
<td>2,991</td>
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<td>2,991</td>
<td>97.4</td>
<td>97.4</td>
<td>97.3</td>
</tr>
</tbody>
</table>

One of the finest special trains ever run on Frisco Lines conveyed 28 members of the Masonic Grotto of Memphis to Pensacola, Florida, and return. March 7 to 24, Superintendent S. F. Price of the Southern division, Groto, made his "1800" run on the Central division and special host to the Memphis Grotto. The party met President Knoll and President Knoll of Pensacola, where they were greeted by a grand reception and the Frisco officials took the guests and Frisco officers together in the above picture. On the return platform to right: Masons, E. B. Wright, chief justice, Mason Groto, Memphis; Black, treasurer, Mason Groto; C. F. Long, secretary, Belles, left to right; President Knoll, Memphis; E. R. Hall, chief justice, Mason Groto; Pensacola, W. W. Davis, master of ceremonies, Zelica Groto; R. W. Wise, secretary, Zelica Groto, J. K. Komine, and A. F. Mathias, auditor, division manager, Memphis, who had direct charge of the movement.

Memphis Grottoes to Pensacola on Special Train

---

May, 1930

---

**SOUTHERN**

**MARCH 15—Fort Train 245**

Born down on a plane that train was a real thrill for that train. April 7-8, 1930. As the plane of the train. April 7-8, 1930. By the same name. Robert C. Veryan, editor, and Central division, which was

---

**WESTERN**

J. F. Mow, chief, records, secured reports from Enid, Okla.

---

**NORTHEAST**

March 12—J. Porter. Smith, when he mothered a special train a plane in the north.

---

**FRONTIERSMAN &**

March 28—J. Porter. Smith, when he mothered a special train a plane in the north.

---

**SUB-TREASURER**

W. S. I. Street, treasurer, Enid Grotto; J. Porter. Smith, when he mothered a special train a plane in the north.

---

**SOUTHERN**

March 16—G. E. King, Alphonso, who was a plane in the north.

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**W. S. I. STREET**

W. S. I. Street, treasurer, Enid Grotto; J. Porter. Smith, when he mothered a special train a plane in the north.

---

**T. L. SIMPSON**

T. L. Simpson, secretary, Enid Grotto; J. Porter. Smith, when he mothered a special train a plane in the north.
For Meritorious Service

SOUTHERN DIVISION

March 15—W. E. Studi, brakeman, Maysville, Okla., was on the train 245 and noticed brake shoes worn on ACL, 31242 to 132 at 49th st. Six cars were passing. Five merits.


May 15—C. R. Williams, section foreman, Black Rock, found broken hump in wheel of car in Train 137 and notified dispatcher. Comanded.

Robert C. York, brakeman, Arizona, commended for his watchfulness of trains passing him. He has discovered several defects in trains reported.

WESTERN DIVISION

J. T. Howell, agent-operator, Drums, Kan., received notice of a passenger named Enid, Okla., to a point in Massachusetts. Commended.

T. L. McGeorge and P. F. Holden, St. Louis, Okla., repaired a car and moved passenger from Train 4 to Station 4 South at Oklahoma. Commed.

C. E. Kinnison, brakeman, W. L. Lhek, engineer, and H. E. Girard, clerk, commended for good work in handling train.

NORTHERN DIVISION

March 27—J. E. Leuk, section foreman, Carthage, Mo., was on his trip and noticed a farmer crossing the railroad with a riding plow which was caught in a crossing plank. Ten merits.

March 8—L. J. Cassey, fireman, at Rock, Kan., handled engine and car from Cortland Junction to Fort Scott. For his work he was commended.

Harry C. Martin, Kan., found draft in No. 1 at Turn and returned to his passenger. Commended.

March 28—Guy Astell, section foreman, Amherst, Kan., discovered broken hump in wheel and ordered train to be made repairs. Ten merits.

Harry Parson, brakeman, Carthage, Mo., noticed broken hump in wheel and flagged engine while working train. Ten merits.

J. Spain, brakemen, extinguished fire on March 10 at 147 post and returned to his train. Ten merits.

F. W. Wilson, conductor, and W. L. Wilson, engineer, Roy Zimmer, brakemen, and William Hill and 19th brakemen, all of Pittsburgh, Kan., saved several cars from damage when Central Coal Company's tipple was burning. Ten merits each.

April 10—J. A. Miller, Jr., operator, Pleasanton, Kan., notified crew of extra 41127, north, that brake rigging was dragging. Five merits.

A. W. Ashbourn, conductor, Robert Walthe, fireman, and L. Kilg, conductor, gave true merits each for interest and services at Matthews in assisting with engine 1019.

Gay Smith, brakeman, noticed and reported passing train switch at Matthews showing part red after 1008 passed. Commed.


M. M. Deliberty, and J. W. Davis, brakemen, discovered car with a broken arch bar in train 325. Ten merits each.

When two passengers missed a train at Pueblo Bluff, Costner Price, clerk, took them to the tower there in his privately owned automobile so that they might catch 895 for Kansas City. A. A. Gibson, con., held the train for them there. Mr. Price and Mr. Gibson each given a letter of commendation.

EASTERN DIVISION

March 29—K. V. Wilken, operator, Crocker, Mo., detected a body and notified police department. Ten merits.

March 22—H. L. Wynn, fireman, 6th 382, south,发现 one of the locomotive wheels on train 409 and notified fire department. Ten merits.

March 14—H. D. Delta, section foreman, B. M. Diltr, Mos., discovered broken hump in wheel on No. 2 at Memphis, Tenn., and reported the defect. Five merits.

March 13—A. T. Truettner, operator, B. A. Chaf, Mos., noticed broken wheel in 1st 38 and attempted to flag the train. Five merits.

BIRMINGHAM TERMINALS

March 29—K. R. Bridges, switchman, noticed a broken rail on No. 2 southbound, East Thomas, and reported it promptly. Five merits.

SOUTHWESTERN DIVISION

P. W. Miller, agent, Souilla, took three passengers to their destination in his own automobile when they arrived in Souilla on Sunday without knowing that no trains were run on the day. Commended the Souilla Branch. Commed.
VETS MEET JUNE 2-3
Ninth Annual Reunion of Veteran Employees in Springfield, Mo.
—Press Lane Issues Call

VETS of twenty and more years' service with Frisco Lines, accompanied by their wives and families, are "commanded" to be present in Springfield, Missouri, on June 2 and 3, for the ninth annual reunion of the Veteran Employes' Association, in a proclamation issued April 18 by President W. L. Lane of the association.

The proclamation follows:

"Whereas, it has been the custom and practice since the year 1922, once in each year, for the veteran employees (those having twenty years or more accumulative service) of the Frisco System, to make pilgrimage to the heart of the Ozark mountains, and to then and there, in appreciation of the blessings and prosperity of the preceding year, again merry with their fellow veteran employes from all parts of the system: and the ladies' auxiliary, to, setting aside all excuses and delay and accompanied by their wives and families, be present in Springfield, Mo., on the aforesaid dates."

The details of the program will include the usual barbecue and picnic at beautiful Doling park on the first day of the reunion, with athletic sports, dancing and many other surprises during the second day, and a musical entertainment and banquet, followed by dancing will conclude the reunion during the second day, and a musical entertainment and banquet, followed by dancing will conclude the reunion.

"Therefore, I, W. L. Lane, president of the Frisco Veteran Employes' Association, have, and by this proclamation do, designate and set aside Monday and Tuesday, June 2 and 3, for that noble and time-honored custom, and call upon each and every member of our association, to, setting aside all reasons why Frisco employes should continue their efforts in traffic solicitation.

"Mr. Sam Lambert, a former employe (those having twenty years or more years' service with Frisco Lines) of the Frisco Veteran Employes' Association, have, and by this proclamation do, designate and set aside Monday and Tuesday, June 2 and 3, for that noble and time-honored custom, and call upon each and every member of our association, to, setting aside all reasons why employes should continue their efforts in traffic solicitation."

CHICAGO — The 1930 model 50-ton center-coupled this week. Delivery of the new cars will be made by June third in time for the veterans to board the night train from Springfield.

Frances Kay, secretary-treasurer, Frisco Building, Springfield, Mo., without further delay. Tickets for the reunion, exclusive of annual dues, will be $1.50 per person, and will cover the entire fare of the barbecue and picnic, banquet, and all "main and side show" attractions.

KEEP 'EM FILLED!

May 18, 1930

The company has sold over 150,000,000 cases of milk and 1,500,000,000 pounds of butter since the company was founded. The company has sold over 150,000,000 cases of milk and 1,500,000,000 pounds of butter since the company was founded.

A FLYING THRILL

Miss Bernice Jennings, of Springfield, Mo., the Frisco's one and only woman who was killed in an airplane accident in April, 1922, made her first flight in April, 1918, flying a4 Standard airplane. Since then she has been flying in the United States, Europe, the Far East, and in the South American Republics.

The plane was purchased for the purpose of training women pilots for the military service during World War I. Miss Jennings was one of the first women to enter aviation, and she has been flying ever since.

The plane was a single-seater, and Miss Jennings was accompanied by a friend, Miss E. M. Lambert. The plane was flying at a height of a thousand feet when it was shot down by a German plane. Miss Jennings was killed instantly, and her friend was seriously injured.

The plane was flying over the area near Paris, France, when it was attacked by the German plane. Miss Jennings was flying in a small, two-seat plane, and she fought bravely against the German plane.

The plane crashed in a field, and Miss Jennings was killed instantly. Her body was recovered and buried with full military honors.

The plane was a single-seater, and Miss Jennings was accompanied by a friend, Miss E. M. Lambert. The plane was flying at a height of a thousand feet when it was shot down by a German plane. Miss Jennings was killed instantly, and her friend was seriously injured.

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FISHERMAN'S PARADISE

Mr. Gooch Starts Season's Big Stories—Have You One toBeat It?

THERE are the days," remarked the veteran employee, "when a man just sochferous has to be kept on the warpath with his attention being constantly diverted by bustling fowl and the like. But the blinding slicks that worry me is fishing!

Yesterday fishing has been so prolic one of the most favored indoor sports. Prosir Lines cars set of clever gentlemen who are proficient to the editor of this paper strike tall tales about fishing. Due to good fishing and fresh water variety, unsuspecting submitting pictures of long fish as proof—but more often not. Explorer P. W. Gooch of Monett, I sent a photograph to accompany the letter he wrote recently confes sing his famous eel catch. We know that most of his fellow work ers in the line have asked him many for "proof" in the form of a fish. But "P. W."'s eel story is an excellent example of the famous for pastime of "fish-storying," and was glad to print his story here as an example of what spring and weights of rod and reel, fly and soliders. Frisco Lines employe! The yarn of the catch takes place the time of the opening of the hole when the gold rush was in history. Mr. Gooch asked a friend the "fish storying" mode, with names was started to stake a claim. Since he had taken it upon himself to stake his claim, he chopped a hole in the ice with his hatchet, was up to his knees in the catch and started to talk. Old timers who had been to the scene warned of the frights of eels, of which there were a great number in the icy waters. Among other things he learned that they breed their young in the head waters of the stream and after the eels attain a certain growth they are taken to salt water, in the beginning, the time the ice becomes thin. The old eels in taking them to salt water have invented a very ingenious method of transportation. They line the young eels up, placing an older eel at intervals. Then they "talk up" the eel like elephants, each grasping the end of the tail of the eel in front. The long procession then moves on. In a case a young eel should get out of line, the one just behind will grab his tail and yank him back into line. No fisherman has ever been able to tell the exact lengths of the line, but it is estimated by old timers that it sometimes reaches forty miles in length!

On this memorable day, Mr. Gooch started running over the ice, and after a time he stopped, ex claiming, "Oh man, that there was something besides a big salmon on the hook. The eel was so big with the last terrific yank, and all eels take out of his line the "head" of the catch came up out of the ice—a young Lampre eel. On his tail hung an old eel, with teeth clenched, and a lack of determination in his eyes to hold or die, and on his tail a young eel and so on. Placing the line over his shoulder, Mr. Gooch started running over the ice, and after a time he stopped, ex husted. On checking up he found that he had landed 350 yards of eels!!

And here, gentlemen, let's hear from some more of the Piscis's fishermen!

CALF SHOW AT ST. LOUIS

Announcement was made recently of the third annual calf show and sale by the St. Louis Live Stock Exchange which will be held December 11 and 12, 1930, at the National Stock Yards, Ave, St. Louis, Ill.

This show and sale is open to all boys and girls between the ages of seven to twenty who wish to enter a steer calf of Hereford, Shorthorn or Polled Angus Breed. A total of $1,500 in prizes will be offered, $200 of it going for the grand championship, and the remainder will be divided among three $100 prizes to the best calf of each of the three breeds and a number of smaller prizes.

Last year several of the best calves came from points on Frisco Lines, one bringing twenty-five cents a pound. It was after a warm spell and the ice had melted considerably. He chopped a hole in the ice with his hatchet—dropped in his line and waited.

All at once there was a terrific yank at the end of his line. He braced himself with his spiked shoes, gave some slack on his line and then took it in. The "big fish" yanked at it again, and he felt that there was something besides a big salmon on the hook.

Mr. Gooch with the last terrific yank, and all eels take out of his line the "head" of the catch came up out of the ice—a young Lampre eel. On his tail hung an old eel, with teeth clenched, and a lack of determination in his eyes to hold or die, and on his tail a young eel and so on. Placing the line over his shoulder, Mr. Gooch started running over the ice, and after a time he stopped, ex husted. On checking up he found that he had landed 350 yards of eels!!

And here, gentlemen, let's hear from some more of the Piscis's fishermen!
A TRADE trip which was considerably more than the usual "good will" tour, and which had for its purpose a genuine desire for better acquaintance and understanding, was made by the board of directors of the St. Louis Chamber of Commerce and the Industrial Club of St. Louis, April 6-9, to Oklahoma City.

The special train which conveyed the St. Louisans was arranged by Frisco Lines and left St. Louis as second No. 9 at 7:06 p.m. April 6. Vice-President J. R. Koontz and Assistant Vice-President J. N. Cornatzar accompanied the party.

The train arrived at Oklahoma City at 11 o'clock the next morning, and the Oklahoma City business men greeted the St. Louisians with true southern hospitality, entertaining them at a luncheon, and surprising them with the fact that they were to be accompanied by the Chamber of Commerce, where a testimonial luncheon was served. A tour of the city's industrial, manufacturing and residential sections was made in the afternoon, and a surprise feature of the trip was arranged at the oil wells in the vicinity of the city's industrial center.

A complete list of the St. Louisans who made the trip follows:

1. Robert L. Lund, President, Lund & Drug Co.
2. John R. Lanthier, Jr., President, R. L. Lanthier Co.
3. I. W. McCollam, President, McCollam Hardware Co.
4. Frank C. Rand, President, Rand Motor Car Co.
5. Charles E. Ewing, President, Ewing Company.
7. Fred B. Eiseman, President, Eiseman Bros.
8. Frederick B. Eiseman, Secretary, Eiseman Bros.
11. O. Wilson, Vice-President, 311 Bank.
12. J. E. pasture, Secretary, Frisco Lines.
13. Crowell, President.
15. H. V. L. E. French, President, St. Louis Trust Co.
17. Frederick B. E. Spenard, President, Frisco Lines.
21. E. J. L. Greer, President, Green & Greer.
24. E. J. L. Greer, President, Green & Greer.
27. E. J. L. Greer, President, Green & Greer.
30. E. J. L. Greer, President, Green & Greer.

The St. Louis business men who visited Tulsa and Union Station, St. Louis, just before the special train started, were attended that noon. Visits to Tulsa refineries and other industries were included in the afternoon schedule.

The St. Louisans entertained with a dinner to the Tulsa business men that evening in the Mayo Hotel, and departing from Tulsa at 11 o'clock as second number six.

A complete list of the St. Louisans who made the trip follows:


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A complete list of the St. Louisans who made the trip follows:

Largest Cotton Shipment via Frisco Lines From Memphis to Carolinas

More than 1,200 bales of cotton, said by Memphis cotton men to be one of the largest shipments of this commodity ever made in the history of the textile industry, moved via Frisco Lines from Memphis, Tenn., to the Common Mills Company Plants at Memphis, Covington and Clifton, South Carolina, on March thirty-first. The shipment filled 364 of the Frisco's new freight cars, and was handled in two special trains. The cotton was shipped by J. W. Cary & Company of Memphis, and gathered from Byhalia, Ark., and Byram and Raymond, Mississippi, and Tunica, Tenn. A photograph of the two special trains just before they pulled out of the Yale yards outside Memphis appears above.

J. H. Crowell & Company is one of the oldest and best known of the cotton buying and selling houses in the South. Mr. John H. Crowell is chairman of the board and Mr. John Hopkins is president. Other officers of the company include: vice-president, C. Herbert Taylor; traffic agent, R. E. Potts; vice-president, Sol Cohew; vice-president, J. C. Williams; vice-president, and C. Herbert Taylor; traffic agent.

All officers reside in Memphis except Mr. Williams, who lives in Charlotte, N. C.

RAILROAD SCHOOL AT ENID

(Continued from page 7)

With the mention of personal In-
trices, H. P. Sinclair, "Treasurer" and
traffic agent, pleased for more care in
the maintenance of way men to avoid
sustained injuries, whereby putting a
risk in a train on the treasury. A
reduction of 44 per cent on the
Stilwell division was reported for
the month of February.

J. B. Bock, "Secretary" and
superintendent of the Brotherhood
of Way Employees, said a point in his short, interesting
address—that motor car acci-
dents were increasable and that if
it was not possible to flag properly and
round the curves, to leave the motor
train in the shade.

Mr. W. J. Foley, "Visitor" and Mas-
time, acknowledged his intro-
duction and said that he had learned
interesting details while sitting in
the meeting. Mr. C. G. Gower, "On
board of Governors," responded;
official announced, stated that each man
had per cent 106 per cent error.

The "Parson" had called for con-
tent at the birthday box. Mr. P.
Joi, section foreman at Carmen,
Okla., would have had to drop in
fifty-three pence. He was the old-
est member present and began his
service at Hunter, Okla., in June,
1894. He has had many years of ex-
perience and there were three things
which he stressed in his interesting
address: making the material go as
far as possible, preaching the law of
accident prevention to his men, and
keeping his territory in perfect or-
der at all times. He is a member of
the Frisco Veterans' Association and
during his entire service he has only
had 25 days off due to vacation, and
nineteen days due to sickness.

Mr. C. Laubhan, one of the mem-
bers in good standing from Ames,
Okla., is a native-born Russian and
one of the best foremen in the divi-
sion. He pledged his cooperation to
the program at hand.

All this business had been dis-
cussed between the hours of 2:15 p. m., when the train left
Enid which carried most of the mem-
bers to their respective homes. The
"Parson" had told the members of
transgressions—and the members had
absorbed the sermon and within each
man's mind was the determination
to put the lessons in everyday practice.

And the Railroad Sunday School
was over. There will be another one
in the fall of the year, with the
"Parson" exhorting the members
to give experiences and suggestions for the betterment of any
and all conditions.

CHANGE STATION GROUPS

Effective April 1, a revision was
made in the grouping of the stations
which compete in the various groups
for the least error pennant awards.
Henceforth, Group One will include
only those stations which handle in
excess of 20,000 shipments per month
and Group Two will include sta-
tions which handle from 10,000 to
20,000. Group Three will be made up
of stations handling from 2,000 to 10,-
000 shipments monthly.

Agents in the Group Three have
been instructed to discontinue their
monthly statements of tickets billed,
shipments handled, etc., when their
stations have fewer than the mini-
mum number of shipments and to re-
sume this statement when the number of shipments again rises shows above the
minimum mark.

The revision is a result of the
changed conditions that have come
about among the stations since they
were originally grouped. It is be-
lieved that it will tend to establish a
more competitive spirit among the
stations on the basis of equality in
the flat textile industry, moved
Frisco Lines from Memphis, Tenn., to the Cannon Mills Company plairts
in Arkansas, and China Grove, North Carolina, on March thirtieth.

The train filled 364 of the Frisco's new freight cars, and was handled in two special trains. The cotton was shipped by J. W. Cary & Company of Memphis, and gathered from Byhalia, Ark., and Byram and Raymond, Mississippi, and Tunica, Tenn. A photograph of the two special trains just before they pulled out of the Yale yards outside Memphis appears above.

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### REDUCE CAR DAMAGE 20.5%

Central railroad handled in Good Showing First Three Months

Frisco Lines employees who are drivers of freight cars are being trained in a plan designed to reduce the careless handling of freight cars, which is believed to be a factor in high railroad damage rates. Forty-two employees were selected for the training, and since the beginning of the year the number of damage claims filed against the Frisco Lines has been reduced by 20.5 percent.

### Miss Bernice Miller, 11-year-old daughter of Conductor and Mrs. C. C. Miller of Pensacola, Florida, is winning recognition as an acrobatic dancer.

She is called upon frequently to perform in connection with special charitable organizations and clubs of Pensacola. Her recent performance was given for the American Legion at the Naval Hospital.

### 53 YEARS

**Complied by Mrs. Eve Hume.**

The woman who was the first to report on the Fireman's Fund in 1856, was a 53-year-old woman named Mrs. Eve Hume. She was one of the first women to work in the insurance industry, and her work was instrumental in starting the Fireman's Fund, which is now known as the Fireman's Fund Insurance Company.

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### DIVISION

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<tr>
<th>TOTAL</th>
<th>NUMBER CARS HANDLED</th>
<th>AMOUNT DAMAGE</th>
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<td>20,250</td>
<td>552,000</td>
<td>13,632,500</td>
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### Plaintiffs

- Miss Irene Bryan, daughter of Mr. Bryan, chief file clerk at Tulsa, Okla., was shown as attendant to the ball game of the Tulsa High School for the season to come.

- A comparative statement shows rough handling on Frisco Lines for the period under consideration to be:

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| PERCENT INCREASE IN NUMBER CARS HANDLED | 16.5 |
| PERCENT INCREASE IN AMOUNT DAMAGE | 9.8 |

| NUMBER CARS HANDLED | 10.8 |
| PERCENT INCREASE IN NUMBER CARS DAMAGE | 10.8 |

### The Frisco Employees' Mag.
A YOUTHFUL POET

Raymond Chesser, 13-year-old son of W. R. Chesser, Frisco engineer on fast freight between Pensacola, Fla., and Magnolia, Ala., has developed a talent for writing which has brought him much favorable comment. Short stories and poems which he has written have been published in the well-known magazine, "Child Life.

One of his most recent poems was dedicated to Lodge 91 Brotherhood Locomotive Firemen and Engineers and Lodges 197 and 467, Ladies Society of the B of L.M.E. Mr. Chesser, the father, is Legislative Representative and Local Chairman of Frisco Lodge 346, B of L.M.E.

Mrs. Chesser was unable to locate copies of his short stories which have been printed in Child Life, but promised to send them to the Frisco Magazine at a future date.

The above mentioned poem was printed in the Locomotive Engineers Magazine and following its publication, Raymond received congratulations from Mrs. Alice O. Strong, Grand President of the society.

The poem, which is a delightful tribute to the organization and to the City of San Francisco, appears below:

San Francisco

Dear President, San Francisco, from Twin Forks, Ariz.

Dear President, San Francisco, how those are well.


The following were installed temporary agents at the stations which follow their names:

March 26-F. Asher, Holland, Mo.
March 24-W. J. Ludwig, Pocahontas, Ark.
March 25-C. B. Yarrow, Colonization and Lodges 197 and 467. Ladies
March 31-H. A. Daly, Grove, Okla.
March 30-E. B. Lenox, Blye, Mo.
March 26- S. J. Huntsinger, Holma, Mo.
March 21-C. B. Rogers, Dell, Ark.
March 29-F. M. Carlock, Neely's, Mo.
March 24- W. J. Ludvig, Pocahontas, Ark.
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March 25- W. E. Bowen, Stasson, Mo.
March 6- B. Robinette, Deckervilla, Ark.
March 28-C. R. Piercy, Ashdown, Ark.
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March 7-H. S. Etten, Foreman, Ark.
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We are glad to report a reduction of two pounds in the unit fuel consumption in freight service, May 9, 1930, over March, 1929, although we did not reach our standard. We had hoped to realize a substantial reduction in the performance on account of the efforts that are being exerted toward increasing the train haul and the ever-increasing interest in fuel economy.

The River division, with a performance of 150 pounds in March this year compared with 172 pounds in March last year, had the largest decrease, 1.0 22 pounds per 1,000 gross ton miles of 13.7% per cent. The increase of 19.57 per cent in train haul was apparently the principal factor in bringing about this decrease.

The Southwestern and Northern divisions also had decreases of 13 pounds and 3 pounds, respectively, this year over March last year.

In passenger service the system performance was one pound over the standard and 6 pound per car mile over March, 1929, performance. The cars handled per train mile decreased in each division in March this year compared with last year, which condition would ordinarily cause the performance to increase. In spite of the decrease in cars handled, the Southern and Western divisions made a slight reduction in their performances, and it is hoped that the other divisions will also be able to do likewise under similar conditions if they should obtain in the future.

Switch service breaks the barrier by equating the system standard of 156 pounds per switch locomotive mile. The divisions which contributed their efforts in making this showing are as follows: Southern division bettered its standard of 159 pounds by 12 pounds; River division bettered its standard of 118 pounds by 18 pounds; Central division bettered its standard of 110 pounds by 5 pounds; Southwestern division equalled its standard of 130 pounds; Texas Southern bettered its standard of 153 pounds by 17 pounds; St. Louis terminal bettered its standard of 210 pounds by 9 pounds, and Kansas City terminal bettered its standard of 170 pounds by 1 pound.

It is interesting to note that a number of the switch-divisions have made quite a saving in the fuel consumption in through freight service and the special fuel checks over the switch service and friendly rivalry among them. As a result of the efforts taken in the past, a very marked improvement has been noted in the performances of this division over March this year; Chickasaw sub decreased from 217 pounds last year to 143 pounds this year; Oklahoma sub decreased from 153 pounds last year to 111 pounds this year; Creek sub decreased from 137 pounds last year to 121 pounds this year; and Penacaclip sub decreased from 163 pounds last year to 126 pounds this year.

Several reductions, and many others have been accomplished by improvements in the methods of operating trains and correcting such conditions which were found to cause a waste of fuel.

A special fuel check was conducted by Messrs. Conley and Mitchell at Monett, Mo., from March 10 to 26, which had its usual good results. Some of the best performances observed during this check are included among the following performances:

**EASTERN DIVISION**

**Rolla Sub:** Engineer D. E. MULLINEX, fireman J. R. CHAMBERS, train engine 33. Newburg to Ft. Smith, March 13, handled 182,615 gross ton miles, burned 10 tons coal, performance 118 pounds per 1,000 gross ton miles.

**Lebanon Sub:** Engineer J. BLAIR LEDGEE, fireman V. CROSBY, train engine 39, engine 46, Lebanon to Newberg, March 14, handled 157,245 gross ton miles, burned 8 tons coal, performance 141 pounds per 1,000 gross ton miles.

This same crew on March 21 handled train engine 26, engine 25, Springfield, burned 371,395 gross ton miles, burned 19 tons coal, performance 97 pounds per 1,000 gross ton miles.

**Springfield Sub:** Engineer ED ROROBIZER, fireman W. LONG, train engine 45, Monett to Springfield, March 15, handled 165,545 gross ton miles, burned 10 tons coal, performance 116 pounds per 1,000 gross ton miles.

**Engineer ED ROROBIZER, fireman W. LONG, train engine 45, Monett to Springfield, March 15, handled 165,545 gross ton miles, burned 10 tons coal, performance 116 pounds per 1,000 gross ton miles.**

**CENTRAL DIVISION**

**Arthur Sub:** Engineer E. S. BROWN, fireman C. E. DRAPER, train 35, engine 704. Ft. Smith to Springfield, April 1, with varying load on road handled 194,313 gross ton miles, burned 5 tons coal, performance 125 pounds per 1,000 gross ton miles. This is an exceptionally good performance, and the crew is to be commended for its showing.

**Engineer R. R. SKELTON, fireman A. M. BEAN, train 714, engine 450, Talihina to Ft. Smith, March 13, handled 61,086 gross ton miles, burned 3 tons coal, performance 63 pounds per 1,000 gross ton miles.**

**Engineer BROOKHURST, fireman C. MYRICK, train extra north, 1400, Ft. Smith to Ft. Smith, March 13, handled 251,015 gross ton miles, burned 5 tons coal, performance 123 pounds per 1,000 gross ton miles.**

**SOUTHWESTERN DIVISION**

**Cherokee Sub:** Engineer REED LUNGO, fireman W. LONG, train 39, engine 46, Ft. Smith to Springfield, April 1, handled 245,742 gross ton miles, burned 66,188 tons coal, performance 329 pounds per 1,000 gross ton miles.

**Engineer J. W. PAGAM, train 71, train 72, West Tuna to Adair, April 1, handled 243,011 gross ton miles, burned 64,934 tons coal, performance 321 pounds per 1,000 gross ton miles.**

**SOUTHWEST DIVISION**

**Kansas Sub:** Engineer W. W. HARD, fireman V. L. MASSEY, train engine 45, Newburg to Ft. Smith, April 1, handled 128,387 gross ton miles, burned 96,676 tons coal, performance 325 pounds per 1,000 gross ton miles.

**Engineer W. H. HARD, train engine 45, Newburg to Ft. Smith, April 1, handled 128,387 gross ton miles, burned 96,676 tons coal, performance 325 pounds per 1,000 gross ton miles.**
I. Engineer W. H. KEILLER, fireman S. DANIELS, train extra east, engine 412, Scott to Kansas City, April 1, handled 115,000 gross ton miles, burned 15 tons coal, performance 76 pounds per 1,000 gross ton miles.

Engineer R. E. ALEXANDER, fireman M. O. BUSKIN, train extra south, engine 413, Ft. Scott to Kansas City, April 15, handled 132 loads, 24 engines—839,471 gross ton miles, burned 13 tons coal, performance 77 pounds per 1,000 gross ton miles.

The four performances above were observed and reported by road foreman of equipment, G. A. Ermatinser.

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Engineer T. H. HOFFHOUSE, fireman A. H. KESSEL, train extra south, engine 413, Ft. Scott to Kansas City, April 29, handled 117,500 gross ton miles, burned 15 tons coal, performance 122 pounds per 1,000 gross ton miles.

Engineer T. J. ERICKSON, fireman S. D. HALLS, train extra south, engine 414, Ft. Scott to Kansas City, April 30, handled 116,000 gross ton miles, burned 13 tons coal, performance 79 pounds per 1,000 gross ton miles.

Engineer T. H. HOFFHOUSE, train extra south, engine 413, Ft. Scott to Kansas City, April 2, handled 131,000 gross ton miles, burned 14 tons coal, performance 50 pounds per 1,000 gross ton miles.

Engineer NORGES, fireman SHIRVAN, train extra south, engine 413, Ft. Scott to Kansas City, April 3, handled 177,000 gross ton miles, burned 12 tons coal, performance 64 pounds per 1,000 gross ton miles.

Engineer W. H. KEiller, fireman S. DANIELS, train extra east, engine 412, Scott to Kansas City, April 1, handled 132,400 gross ton miles, burned 15 tons coal, performance 76 pounds per 1,000 gross ton miles.

Engineer T. H. HOFFHOUSE, fireman A. H. KESSEL, train extra south, engine 413, Ft. Scott to Kansas City, April 29, handled 117,500 gross ton miles, burned 15 tons coal, performance 122 pounds per 1,000 gross ton miles.

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Five Frisco Lines veteran employees, who worked as an engineer for 35 years, have been granted a pension by the Board of Pensions, held March 31, 1920, at St. Louis, Mo.

PHIL CONROY, hostler, Joplin, Mo., was retired January 16, 1920, and was transferred to the schools there. At the age of eighteen, he entered the employ of Frisco Lines as an engine wiper in the roundhouse and remained in Frisco service until his retirement. He was granted to free

PHIL CONROY

was born in Kansas City, Mo., October 14, 1865, and was educated in the schools there. He was promoted to mechanic there in 1885 and in 1889 was transferred to Fort Scott on the Springfield division, remaining there until 1902 when he was transferred to the Kansas division where he remained until retirement. He married Miss Flora S. Stephens of Olatha, Kan., in March 1895 and to them were born three daughters and two daughters. His first wife died a number of years ago and a son and daughter were born. Mr. and Mrs. Reynolds reside at Willow street, Sherman, Tex. Continuous service of 16 years and 11 months entitles him to a pension allowance of $80.15 per month, effective from March 1, 1920.

PETER STEFFENSKY, car foreman, Sherman, Tex., was retired February 28, 1920, having reached the age limit. He was born in Bohlingen, Germany, February 1, 1862, and was educated in the public schools in Germany. He began work at the age of fifteen as an apprentice alone cutter, before entering the service of Frisco Lines, he spent three years there.

P. STEFFENSKY

in the German army, was a contract cutter in Boilington and Prizet for two and a half years and worked as a section laborer and way for a number of years. From May, 1881, to September, 1882, he was in business for himself. He first entered the employ of Frisco Lines as a helper's helper in October, 1927, at Paris, Tex., and was promoted to car repairman there and was appointed to car foreman. He then entered the employ of Frisco Lines as a car foreman at Monett, Mo., and held this position until March, 1930, at St. Louis, Mo.

J. P. RICHARDSON

in a tannery at McComb, Miss., and worked as a section laborer and way for a number of years. From May, 1927, to September, 1928, he was in business for himself. He first entered the employ of Frisco Lines as a helper's helper in October, 1927, at Paris, Tex., and was promoted to car repairman there and was appointed to car foreman. He then entered the employ of Frisco Lines as a car foreman at Monett, Mo., and held this position until March, 1930, at St. Louis, Mo.

V. WYTHNELL

in Germany, and before en

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ALBERT LEE PHILIPSON, locomotive engineer, River division, was retired September 1, 1929, having served on the Company for 45 years and 9 months entitles him to a pension allowance of $64.70 per month, effective from March 1, 1920.

PETEYTON LIVESAY

at St. Louis, Mo., and was promoted to engineer for the company, and as a fireman and later as an engineer on the Kanawha division. At the time of his retirement he was working on the Charlestown division out of Cape Girardeau to Hayti, Mo. In April, 1883, he married Miss Virginia Brown of Charleston, Va., who died April 13, 1916. One daughter was born him. In February, 1886, he married Miss Teresa Malone of Point Pleasant, W. Va., and to them three daughters were born: one of whom died last July 17, 1920. Mrs. and Mrs. Malone reside at 135 Lyman Street, Cape Girardeau. Continuous service of 11 years and 9 months entitles him to a pension allowance of $79.35 per month, effective from March 1, 1920.

PETER BENTON LIVESAY

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PETER BENTON LIVESAY

LIVESAY

in the service 27 years and 5 months entitles him to a pension allowance of $64.70 per month, effective from March 1, 1920.

JOHN PARKS REYNOLDS, locomotive engineer, River division, was re-
Charles Walter Ragan

Charles Walter Ragan, pensioned crossing watchman, died at his home, St. James, Mo., March 27. He had been retired from active service April 1, 1939, because of ill health. He was born in St. Louis April 7, 1876, and attended the schools near his home. His first work was in the packhouse business, and entered service as a fireman at Kansas City, in 1887. He was promoted to the position of assistant foreman. Later he served as crossing watchman. He was married to Miss Mary B. Mary B. Phillips of Kansas City, in 1901, and had two daughters and a son. His pension allowance was $140.00. He was survived by his widow, two daughters and a son.

Henry C. Sevenson, Sr.

Henry C. Sevenson, Sr., pensioned engineer, died in Los Angeles, Calif., February 12. He had been paid a total of $1,415.90. He was born in Columbus, Ga., December 18, 1879, and entered service as a fireman at Fort Scott, Kan., in July 1956. He was promoted to fireman, working at Fort Scott, Joplin, Memphis and Memphis and Frisco lines, January 3, 1937, because of ill health. His widow, who resides at Mary, Miss., survives him. His pension allowance was $73.61 a year and up to the time of his death had been paid a total of $1,156.89.

J. W. Binkley

J. W. Binkley, engineer who died the first Frisco train into the station, died of heart disease at home, 706 West Washington Avenue, Fort Scott, Kan., on March 31. He had been a trainman since 1883. He was born in Reasnor, Okla., until 1887, when he was promoted to foreman, and held his position on the Pacific division of the railroad until several years ago. He died on August 20, 1937, when he was pensioned crossing watchman, a position he held for 18 years. He lived in Fort Scott for 28 years and in Joplin for 14 years.

John Anderson Benson

John Anderson Benson, who was employed at Kansas City as a receiving clerk for the past 18 years, died on April 15 at his home, from pneumonia. During his railroad career he had worked for the Santa Fe Railroad at Kansas City for a period of 15 years as a stowman; one year for the Chicago & Rock Island at Denver, Colo.; 10 years prior service with the Frisco as receiving clerk and 4 1/2 years with the Rock Island in the same capacity, a total of 47 years railroad service. He was survived by a widow and four sons, one of them connected with the accounting department at Kansas City.

Walter L. Matthews

Walter L. Matthews, switchman, age 56, employed at the St. Louis terminal as a switchman, was killed while performing his duties on April 8. He began his service with the Frisco on August 23, 1928, and was a member of the Terminal Club and of the H. of H. T. 106, Frisco Rock Lodge. He is survived by his father who resides in St. Louis.

Omer E. Risser

Omer E. Risser, of Springfield, Mo., age 61, passenger conductor on Southern division, passed away on April 14, at the St. Louis hospital, following an operation. He had had 37 years' service on all on the Southern division. He entered service as a brakeman on August 1, 1893; was promoted to freight conductor September 14, 1897, and to passenger conductor February 16, 1908. He is survived by his wife, two daughters, one son, one brother and two sisters. One daughter, Katherine, is employed in the Springfield offices of Frisco Lines, and the second daughter, Marjorie, formerly served the Frisco in the Springfield offices. Burial was made in Springfield, Mo.
Mrs. Brown of Frisco Lines Entertains "The Boss"

Mrs. BROWN went into the kitchen and put on her white apron. Today was the day that John was to bring the "Super" home with him, and she wished to have the "big boss" know that she knew as much about the kitchen as her energetic husband did about his job.

Of course she had known it several days before, which made it easy to plan one of those inexpensive but delightful dinners, which must always make a good appearance.

Mrs. Brown prided herself on having a tasty table at the minimum amount of expense. And so she had planned to have tomato bouillon with cream, baked ham, with orange sauce, baked stuffed potatoes, fresh buttered peas, deep dish rhubarb pie, and coffee.

She had made her tomato bouillon in the morning and would reheat it in the double boiler for serving. In the making of it she put one quart of canned tomatoes and one cup of water in a saucepan with a medium sized diced onion, a stalk of celery, one teaspoon salt and two whole cloves. This mixture she boiled for thirty minutes and then strained, rubbing the pulp through a fine strainer. She thickened it by melting two tablespoons of butter, adding two tablespoons of flour, and when well blended, stirred in one-half teaspoon sugar, one teaspoon baking powder and two tablespoons orange juice, one tablespoon lemon juice and one tablespoon corn meal. This was then placed in a double boiler when ready to serve.

The peas were boiled with one or two sprigs of fresh mint and a teaspoon of salt and pepper. A seasoning of minced parsley and a few drops of Worcestershire sauce gave them a delicious taste. The mashed potatoes were then placed back into the potato shells and re-heated.

The rhubarb pie was made from fresh young rhubarb stalks and her pie crust added much to the pie.

At six o'clock when her husband and their guest arrived, there was a tantalizing odor of soup in the kitchen. The dinner went off without a hitch—everything was served steaming hot, and when the superintendent left he said, "Well Mrs. Brown, I've offered your husband a position to travel or to take charge of the office at one of our main depots, and he chose the terminal job. I know why now. No meals like the one we have just had could ever be purchased 'on-line.'"

Dainty Banana Tarts

Another way to make a quick dessert, if the tart shells are baked, is to fill the shells with the whipped cream highly seasoned with the mashed banana.

Mash the bananas and add to them three-fourths of the whipped cream, then fill the shells and top with the plain sweetened whipped cream.

The tomatoes give a rich, deep colored appearance through the cream, so it makes a more attractive tart, when enough of the cream is left white to place on the top of the tarts.

WHOLE WHEAT BISCUITS

Mix and sift two cups whole wheat flour, one teaspoon salt, four teaspoons baking powder and two table spoons sugar.

Add one-quarter cup melted butter or other shortening to two-thirds cup milk and stir into the dry ingredients.

The dough should be smooth. Turn out on a lightly floured board, pat and roll and cut into biscuits.

A HOMEMAKERS' CLUB

Formation of a Homemakers' Club with membership open to every housewife on the system, is a way.

As yet the name of the club has not been selected. The dues, how will be one cent for the homemakers' Page each month.

It has long been the desire to have these recipes of Frisco housewives appear on the Homemakers' Page, it is felt that through this club recipes will be forthcoming.

As to the name, it is the desire of the housewife in each section to submit a name for a name with her recipe, and the best name submitted will be selected.

There are many thousand housewives who will be interested in changing recipes with their fellow members, and the Homemakers' Page is an ideal medium.

Mrs. Brown, who sends in this first recipe will be given the distinction of being the first member of the newly formed club.

Send in both a name for the club and a recipe immediately upon receipt of this announcement, and find out what housewives over system are preparing for their next meals.

It is suggested that recipes be written on a piece of plain paper, and if desired filed away in a card in the "Recipe Box," for which there will be many exciting prizes submitted.

Place on a baking sheet, brush with melted butter and bake eight minutes in a slow oven.

CORN OMELET

Separate four eggs, beat yolks slightly, add four tablespoons one-half cup corn meal, one-half cup broiled crumbles, one-half cup salt, white of eggs, beat stiff. Fold egg whites into flour mixture, beat several turns; heat frying pan, pour in and cook slowly over low flame until done.

Corn is an ideal medium.

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THE PATTERNS EXPLAINED

For about town or sports, the wardrobe of the well-dressed woman includes a featherweight tweed or a tweed printed silk. They express new formality that characterizes all the new Paris sports types.

No. 2581 is a printed silk crepe in burgundy tones that perfectly expresses French chic in its slim, straight lines. The scalloped closing with belt slipped underneath through bound opening denotes smart individuality and assures slender hips. Designed for sizes 14, 16, 18 years, 36, 38, 40, 42, 44 inches bust.

No. 2801 shows a conspicuously smart and slender frock in novelty printed wool silk crepe in fashionable hunter's green tones. The new arrangement of jabot frill at end of diagonal neckline, slipped through bound opening and tied in knot, creates flattering sunburst effect. Designed for sizes 16 and 18 years, 36, 38, 40 and 42 inches bust.

No. 2551, a printed sheer velvet that is an economical choice for afternoons. It is smartly simple and decisively slender, distinguished by exquisite details. The skirt, with circular flare is attached to a smooth-fitting hip yoke that tapers to left side, reaching almost to waistline, which creates a charming diagonal line, both front and back. Designed for sizes 16 to 18 years, 36, 38, 40 and 42 inches bust.

These styles may be ordered from the Peerless Fashion Service, 261 Fifth Avenue, New York City. The price of each pattern is 15 cents.

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Tartar Sauce

Yolks two eggs
3/4 cup vinegar
6 olives
1/4 cup olive oil
1 sour cucumber pickle
Parsley
Salt and cayenne

Break eggs in bowl, put in salt and cayenne and beat thoroughly. When thick and lemon colored, add oil, drop by drop, and continue beating; when half the oil is added, add half vinegar and then add balance of oil, not so slowly, but always beating. When all of the oil has been added, use last of vinegar, then chop pickle, olives and parsley very fine and add to first mixture. Keep very cold.

This sauce is to be served with soft shell crabs, fried fish, oysters, clams, etc.

You can't make very good time on the road to ruin nowadays—the traffic is terrible.
A Letter From Maggie Legg

THHERE will be many of you Frisco children who will read this page, and wish to write the letter the Twilight Lady suggests, and the sooner the better. This month there came a letter from Maggie Legg of Garfield, Ark.

Maggie Legg lives on a little farm along the Frisco Railroad. She walks with crutches and wears braces on her lower limbs. Instead of participating in the rough and ready games with the children, she must sit by and watch them. And so she has learned to make scrap books and pass them on to those who enjoy them as much as she does.

The motor car passes by her farm house and the Frisco engineers, knowing that she reads a great deal, throw papers and old magazines off to her. From them she gets pictures and stories which she enjoys greatly. Among the magazines which came to her was a copy of The Frisco Engineer's Magazine. Maggie looked through it and found the Twilight Page, and so she wrote the Twilight Lady a letter, conveying her appreciation of the magazine and papers which she received from the Frisco engineers.

And now the Twilight Lady has another idea. Why not a letter shower from all the Frisco children? Perhaps you have visited a cousin, or an uncle or aunt. Be sure and tell her all about it.

Maggie Legg brings me lots of magazines and papers which I appreciate so very much. I read some good stories and get so many pretty pictures for my scrap book and sometimes I pass them on to someone else who enjoys them as much as I do.

I have known Mr. Kenney for a long time and have learned to look forward to the time for him to come. Of course, I don't expect him to bring something each time, but I always look in fear that he should think I don't want them and I wouldn't want him to think that! Among the many different magazines is the Frisco Magazine which I always like to read and when Mr. Kenney brings me one again, I hope I see my letter printed in it. Engineer O'Melia of Ft. Smith used to bring me lots of pictures of winning flowers which I always like to read and many others whom I don't know by name. Mr. Kenney was especially kind to me in Christmas when I was wondering where Old Santa was. I'd like to continue getting the reading material, I remit,

"Yours truly,
MAGGIE LEGG."

A Hard Time

Bald the small boy: "My paw and maw was married when he was drunk and paw wouldn't marry maw when he was sober."

PLANT YOUR FLOWERS
Children's Gardens Will Reedece Prizes This Year, Frisco

FLOWER plots along Frisco lines are being speeded and the grand plan prepared for planting. Later long, the patrons of Frisco Lines will be commenting on the early colored flowers which grow them as the train pulls into each station.

Lately, attention has been paid in the children's flower plots by Mr. Ben Fellows, the Frisco florist, and he has announced that to the son or daughter under 16, who makes a prize flower garden on each division and sends it a picture to him before July 1, a first prize will be presented. This plot does not necessarily have to be a large one, but it should be not less than four feet square. The artistic arrangement of the flowers will have much to do with the child's flower bed prize. Mr. Fellows has arranged to have packages of seed made up especially for the children's gardens and all that is necessary is to write to him, or to the General Manager at Springfield, Mo., and the seeds will be sent to you.

The Twilight Lady would like for all readers of this page enter the contest and she would like to have such pictures as Mr. Ben Fellows and he in turn will forward the pictures of winning flowers or seeds to The Twilight Lady.

Hurry and get busy—have baby sized or paper enclave seed sent for your garden—get it planted right away; if you haven't already done so, and we'll show them what nice flowers the children's flower beds of Frisco employees' children will be commenting on the gaily artistic arrangement of the flower plots along Frisco Lines. This plot does not necessarily have to be a large one, but it should be not less than four feet square, and this is the contest which the children of Frisco employees are entering, and the managing is announced that to the son or daughter under 16, who makes a prize flower garden on each division and sends it a picture to him before July 1, a first prize will be presented. This plot does not necessarily have to be a large one, but it should be not less than four feet square. The artistic arrangement of the flowers will have much to do with the child's flower bed prize. Mr. Fellows has arranged to send in that request for seed for the children's gardens and all that is necessary is to write to him, or to the General Manager at Springfield, Mo., and the seeds will be sent to you.

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Top row, left to right: Ross Burns, son of Van Burns, deceased, Hugo, Okla.; Robert K., son of Dave E. Gee, Newbury; nephew of Mr. P. O. Dodd, Ft. Smith, Ark.

Second row: William R., son of Arthur Derrmit, Springfield; Martha Lavelle (center), daughter of Lewis Otts, Sipsey, Ala., and Clifton and Summie Nell, son and daughter of James Knight, Pocahontas, Ala.


Bottom row: Ruth and Eleanor, daughters of Robert Kunstel, Jr., St. Louis; Mary Alice Dollar (right), daughter of second row; Sipsey, Ala., and Martha Lavelle, daughter of Lewis Otts, Sipsey, Ala.
The old darkey, whose was known to be one of the best mule handlers thereabout, came to work on crutches.

"Why Amos, what's the matter with yo all? You get kicked by a mule and you de best han'ler they is?"

"Yes, sir, ah is, but I got a mule dis mornin' dat didn't know ma repitutation.

His First and Last

When old Mose came down from his first airplane ride he said to the pilot, "Thank you suth, for dem two rides."

"Two rides?" replied Mose, "Mah first and last."

HOW DID YOU KNOW?

"I want some collars for my husband, but I've forgotten the size."

"Thirteen and a half?" said the shop assistant.

"That's it, how did you know?"

"Men who let their wives buy collars for them are always about that size, mule."

Carrying Out Instructions

The man was telling of the accomplishments of his dog. "I taught him to bark if someone came in the front yard. Then my son taught him to carry bundles. One night I awoke and heard movements in the next room. I got up and there were two men—do the dog."

"Didn't he bark?"

"No—he was too busy."

"Busy—what was he doing?"

"CARRYING the lantern for the burglars."

OH YEAH?

The Mississippi youth said that his musical training had been the means of saving his life in a recent flood in his home town.

"How was that?" inquired a bystander.

"Well, when the flood struck the town, my father got on a bed and floated down stream."

"And you?"

"I accompanied him on the piano."

Many a woman girl seeing a fininkle, wonders what they serve in it.
From Mr. G. W. Nickel, traffic manager of the Baptist-Collins Glass Company, Kansas City, Mo., to Mr. J. K. Berry, Pullman porter, Tulsa, Okla.:

"I take this means of expressing my thanks and sincere appreciation for the service and special attention shown me in furnishing the sleeping room on Train No. 10 last Friday evening for the accommodation of my invalid mother. I have also received a word from my wife, who accompanied my mother, and she wishes to thank you and your men for the attention and care shown her.

I should like to express my thanks to the Pullman company for the service and special attention shown my invalid mother. They have always lived up to my confidence in them and I will always remember this act. I assure you of my continued appreciation.

I hope to have the pleasure of personally meeting you at an early date.

Mr. Nickel also wrote to E. R. Buchanan, baggage manager at Memphis. The following letter was received:

"To Mr. Buchanan, baggage manager, Memphis, Tenn.:

"I beg to say that I received a box of oranges from you yesterday morning. They were perfect in every respect. The oranges are the finest I have ever tasted. I want to thank you for the excellence of the service you rendered. I shall place further orders for oranges from you at the same price as these."

"Very respectfully,

E. R. Buchanan, baggage manager."

From a member of the Independent Producers Association, Washington, D. C., to Mr. G. O. Nickel, traffic manager, Frisco Lines, Kansas City, Mo.:

"It is my very great pleasure to acknowledge the receipt of your letter of the 21st inst. regarding the sale of the car which you provided for the transportation of our members to the Independents National Congress held in Washington. I am indebted to you for the splendid service rendered in this connection. I wish to express my appreciation for the assistance you have rendered us and to assure you that we are fully satisfied with the service you have rendered.

"I wish to express my appreciation for the service and special attention shown me in furnishing the sleeping room on Train No. 10 last Friday evening for the accommodation of my invalid mother. They have always lived up to my confidence in them and I will always remember this act. I assure you of my continued appreciation.

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"Very respectfully,

E. R. Buchanan, baggage manager."

From Mr. James, traffic manager, Frisco Lines, Kansas City, Mo.:

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"Very respectfully,

E. R. Buchanan, baggage manager."

From Mr. G. O. Nickel, traffic manager, Frisco Lines, Kansas City, Mo.:

"I wish to express my appreciation for the service and special attention shown me in furnishing the sleeping room on Train No. 10 last Friday evening for the accommodation of my invalid mother. They have always lived up to my confidence in them and I will always remember this act. I assure you of my continued appreciation.

"I hope to have the pleasure of personally meeting you at an early date.

Mr. Nickel also wrote to E. R. Buchanan, baggage manager at Memphis. The following letter was received:

"I beg to say that I received a box of oranges from you yesterday morning. They were perfect in every respect. The oranges are the finest I have ever tasted. I want to thank you for the excellence of the service you rendered. I shall place further orders for oranges from you at the same price as these."

"Very respectfully,

E. R. Buchanan, baggage manager."

From Mr. James, traffic manager, Frisco Lines, Kansas City, Mo.:

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SHOPMEN MEET APRIL 3

Annual Election of the Advisory Board Members at Springfield Gathering

The annual conference of the Frisco Association of Metal Craft and Car Department Employees was held in Springfield, Mo., April 3, and attended by representatives of various locals of the association from all points of the railroad. At the annual election of delegates to represent the shopmen on the system advisory board, Tulsa and Kansas City won the largest share of the honors, with four representatives from Kansas City. The remaining member was from Fort Smith, Ark. The Tulsa men were: H. P. Phillips, blacksmith; M. L. Loudigan, electrician; H. W. Wilder, carmen; M. C. Carley, water service and Brown, host employer. Kansas City placed Frank Heungs, boilermaker, and John Caffrey, sheet metal worker, while J. L. Eudy of Fort Smith, represented the machinists.

While the seventy delegates to the convention were in business session, their wives were entertained by the women’s auxiliaries of locals No. 1 and 2, of Springfield.

Three hundred persons attended the banquet of the association held that evening in the Robberson Avenue Baptist church. M. L. Ryan of the West shops acted as toastmaster, and the speakers included: Judge E. P. Mann, Frisco attorney in Springfield; George Moore, assistant superintendent of motive power; H. W. Hudgen, director of accident prevention; Frank Junkins, general chairman of the Frisco Association, and W. L. Hug- gins, Jr., director of publicity. Besides the speaking, a program of entertainment included selections by the Bible quartet, a violin solo by Charles Good, and a cornet solo by Junior Osborne.

Following the banquet, the members and guests went to the Community building where they danced to the music of Gibbs’ orchestra for the remainder of the evening. Entertainment features at the dance included magical tricks by Oscar Brown, tap dancing by Mike Louise Bratton’s dog, a one-act play directed by Mr. Gibbs, and a yodeling by Op. Wilson.

“Adaptations transportation demands that the credit of the railroads must be maintained on a basis that will enable them to compete with other forms of industry in raising money for their capital needs.”-S. National City Company, New York.

Delegates to the annual convention of shop employees held in Springfield April 3, appear below.
In response to requests from various members of the Frisco Association, the Magazine is publishing beneath the names and addresses of various offices of the local chapters of the system-wide Association. In order to avoid the necessity of re-publishing lists each month, the editor urges each member of the Association to tear this page from the Magazine and keep it handy for reference. The names and addresses were prepared by the secretary of the association, Mr. Howard Pickman, who guarantees them correct and up-to-date, as of March 15, 1930.

Springfield, Local No. 1
B. Hough, Pres., 514 S. Frisco.
C. R. Yowell, Sec'y, 2157 Travis.
E. Forta, Ch'm, S. C. N. Car Dept.

Springfield, Local No. 2
A. H. Bishop, Sec'y, 2067 N. Missouri.

John Fugger, Ch'm, S. C., 806 W. Grant.

Kansas City, Local No. 4
Ed. J. Ring, Pres., 1420 N. 26th St.

L. C. McCready, Sec'y, 3010 Lister.
G. R. Yowell, Sec'y, 2157 Travis.
J. C. Burdick, Sec'y, 1410 Puttig.

West Tulsa, Local No. 21
A. W. Flesher, Pres., Box 53.

Frank Maney, Sec'y, 1633 Summit St., Muskogee, Oklahoma.

Newburg, Local No. 32
L. E. Long, Sec'y, Box 171.

Hayti, Local No. 33

Theon Strack, Sec'y, Gen. delivery.
W. M. Rhodes, Ch'm, S. C. N. Car Dept.

MISCELLANEOUS LIST
R. L. Braden, Committee, Car Dept., Rosefield, Kansas.
W. H. Gibson, Committee, Fayette Junction.
Roy M. Faupel, Water Service Dept., Sapulpa.
J. A. Williams, Francis, Oklahoma, Mech. Dept.

Colored Officers' Employes' Officers
Kansas City, Local No. 4B
Sebern Gray, Sec'y, 1633 S. Elder, K. C. Kansas.
Frank Ford, Ch'm, S. C., 2014 Bellview Ave., K. C. Mo.

St. Louis, Local No. 5B
A. Middlebrook, Pres., 2953 Castle St., Guy Trigg, Sec'y, 2012 Laclede.

Yale, Local No. 19
J. J. Hazel, Pres., 1237 Mississippi.
J. P. McNamara, Sec'y, 1407 S. Rayner St.
W. H. Motes, Ch'm, S. C., c/o Frisco Shop.
A. O. Proctor, Ch'm, S. C. N. Car Dept. (784 Roanne St.)

Yale, Local No. 19
R. D. Walker, Pres., P. O. Box 142.
R. M. Tyrone, Sec'y, c/o Frisco Shop.
Clyde Knight, Ch'm, S. C., c/o Gen. foreman.

Kansas City, Local No. 4
Edward H. Ramsey, Pres., P. O. Box 71.
R. F. Dets, Sec'y, P. O. Box 165.

Fort Worth, Local No. 25
J. H. Ferguson, Pres., 5144 Stanley.
J. F. Devany, Ch'm, S. C., 3240 Sycamore.

J. F. Devany, Sec'y, 3240 Sycamore.
J. G. Foshee, Sec'y, 2525 Marigold.

Sherman, Local No. 26
W. W. Johnson, Pres., 1215 E. Houston St.
J. B. Bryan, Sec'y, 1320 N. Cleveland Ave.
T. M. Colbert, Ch'm, S. C., 1506 S. Crockett.

Thayer, Local No. 28
R. H. Holmes, Sec'y, P. O. Box 171.

B. W. Scott, Local No. 29

John A. Jarboe, Pres., c/o Gen'l R. R. No. 5.

J. A. Williams, Francis, Oklahoma, Mech. Dept.

Joplin, Local No. 9
A. O. Foster, Pres., 1305 Jackson.
D. A. Hubbard, Sec'y, c/o Gen. foreman.

Joplin, Local No. 9

B. R. BROOKS, Ch'm, S. C., c/o Gen'l foreman.

Missouri, Local No. 6
W. H. Kinzie, Ch'm, S. C. N. Car Dept.

F. W. Smith, Local No. 7
M. E. Sexton, Pres., 720 Townson.
B. Claypool, Sec'y, 405N. 6th, 6th.

Kansas, Local No. 11
R. M. Howard, Ch'm, S. C. N. Car Dept., Van Buren, Box 210 R. R. 2.

Enid, Local No. 8
C. A. Willey, Pres., c/o Car foreman.

Oklahoma City, Local No. 10
R. M. Howard, Ch'm, S. C., c/o Gen. foreman.

Enid, Local No. 8
J. F. Devany, Pres., 5144 Stanley.
J. F. Devany, Ch'm, S. C., 3240 Sycamore.
J. B. Bryan, Sec'y, 1320 N. Cleveland Ave.
T. M. Colbert, Ch'm, S. C., 1506 S. Crockett.

Joplin, Local No. 9

B. R. BROOKS, Ch'm, S. C., c/o Gen'l foreman.

Amory, Local No. 24
B. R. Scott, Local No. 29

R. M. Tyrone, Sec'y, c/o Frisco Shop.
Clyde Knight, Ch'm, S. C., c/o Gen. foreman.

Joplin, Local No. 9

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R. M. Tyrone, Sec'y, c/o Frisco Shop.
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Joe Godrich, stenographer, was recently transferred to the transportation depart-
ment at Tulsa, and Earl Mooney is the
new stenographer.
A notice was given April 3 of Mr. A.
B. Phillips for the machinists and Brother A. A. Jones is the Treasury
and Book-keeper and Mr. A. B. Phillips is the foreman. Brother A. A. Jones
was just made foreman and is very pleased with it.
C. S. McCord, machinist, for the
weekend, is now working as a for-
ager in his own shop.
Brother C. L. Elsey, machinist, was
with his family visiting in Paris this
weekend.
Harry L. Jones, boilermaker ap-
prentice, completed his apprenticeship the
weekend and is now working at the equip-
ment plant recently.
Mr. Jas. Brown, machinist, has
been on account of illness.
Brother James北方, who is the son of Mr. J. B. Northern, has
been transferred to the cattle camp and is on the job again.
John Thies, machinist in the motor car
department, was transferred to walk the floor one day. Recovering
very nicely.
Mr. C. L. Elsey is working as a for-
ager in his own shop.
Brother Reed is the secretary. We all
enjoyed very much and perhaps MISS
North is not present, another name is se-
lected instead.

NEWBURGH, MO. YARDS
MACK J. O'TOYAN, Reporter
Mrs. Ed. Murphy, wife of clerk, and a
few days recently visiting in St. Louis,
looks very well.
Mr. C. H. Ellis, foreman-clerk, and
Mr. B. C. Derrick and wife and son.
Mr. B. C. Derrick is visiting relatives in
St. Louis. Mr. C. H. Ellis and Mr. Perry
Thompson, machinists, are visiting relatives in St. Louis.
Mr. L. E. Weidell, machinist, is the proud
owner of a new Chevrolet coach.
Mr. J. H. Hoffman, machinist, is the proud
owner of a new Atwater-Kent radio.
Mr. C. S. McCord, operator-clerk, in
the new sick committee appointed to
carry out instructions to the letter.
Brother H. E. Killough is the secretary, and
Brother A. M. Nelson is the treasurer.
Mr. D. D. Deck, boilermaker, and Brother
L. E. Weidell, machinist, have been
working in the Holt engine shop for the past
four weeks.
Mr. B. C. Derrick, chief clerk, was "absent" from his desk and we cannot account for
him or his whereabouts.
Mr. S. B. Pommerenke, foreman, has been transferred to the cattle camp and is on the job again.
Mr. M. B. Palmer, car inspector, is now back on the job.
Mr. S. B. Pommerenke is now back on the job.
Mr. L. E. Weidell is now back on the job.
Mr. B. C. Derrick is now back on the job.
Mr. S. B. Pommerenke has been transferred to the cattle camp and is on the job again.
Mr. L. E. Weidell has been transferred to the cattle camp and is on the job again.
Mr. B. C. Derrick has been transferred to the cattle camp and is on the job again.
Mr. S. B. Pommerenke is now back on the job.
Mr. L. E. Weidell is now back on the job.
Mr. B. C. Derrick is now back on the job.
Mr. and Mrs. Robert Earley are the parents of a 12 pound baby girl, born April 3, to Mr. and Mrs. Robert Earley, of 212 Grant Avenue. Mr. and Mrs. Earley have named him Jesse Lee. Mr. and Mrs. Earley are the parents of a 12 pound baby girl, born April 3, to Mr. and Mrs. Robert Earley, of 212 Grant Avenue. Mr. and Mrs. Earley have named him Jesse Lee.
Clarence Noble has a new Chevrolet and is out every night breaking it in.

J. H. Fiecher of our whistling department has bought a new Erskine machine, and is out every night with his daughter, Oma, visiting in Willow, Okla.

H. R. Green is rather loose now as he has to hatch and breed in a set of new teeth at the same time.

Mr. A. W. Pearmain, first assistant in the North yards, died April 8. Intronaw was much liked, but still many of his friends and associates will miss him. He has been an excellent employee and will be missed by all of us.

The forecast is good for tomorrow. We wonder if Mr. Henry S. Bishop will get to Kalamazoo, Mich., as he said he would be there.

Geo. Offenbacker, machinist, has purchased a new Ford-stepping out- calls it! gross weight of 2,000 lbs.

Donald Reich, born March 5th.

We trust to extend the sympathy of the west shops to the family of the late H. D. Plecher of our upholstering shop recently from different parts of this city.

Herman Towe is back on the job after a stay in the hospital.

Tad's Fiftieth Birthday was celebrated on April 15th.

We wish to extend the sympathy of the west shops in camp to the family of the late B. W. Baldrige, resulting from an accident in St. Louis hospital March 15th. Mr. Baldrige is the namesake of Pensacola, Fla. This boat named Fred S. Dixon met at the Frisco docks in Pensacola, Fla., and rough seas killed her. It is then every man for himself and the boys were eaten by their lunch.

The sympathy of the west shops is extended to the family of the late G. H. Payne, machinist first class.

It is then every man for himself and the boys were eaten by their lunch.

The shop is happy for several reasons, one being that the men are in camp.

Two more outstanding are, the first one is, grass comes up and our red decay starts to work and more grass to do the job.

The second one is, grass comes up and our red decay starts to work and more grass to do the job.

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Tom Dan, machinist, spent a number of days visiting relatives in Osceola, Missouri. He has joined the corn field canneries and was off two days, not sick, but resting.

Mr. Tom Delo, second class machinist, has transferred to Pittsburg, Kansas, to the employ of Mr. Willard Akerstrom, machinist, apprentice, in a good position of a new firm that has just been started.

A number of the boys of the back shop, who are away from work in the field, are doing fairly well. They were not very used to outdoor life and are now getting used to it. They have all been at the hospital for a few days and visited back shop friends who are ill.

We wish to express our deepest sympathy to Mrs. Louis Lott and family, in the loss of their beloved son, John E. Lott, who was killed in action while serving his country in the South Pacific. He was 23 years old.

Mr. and Mrs. Josephine Disselhoff, daughter of Mr. and Mrs. Geo. Disselhoff, daughter of Mr. and Mrs. Geo. Disselhoff, were visiting with their mother in Willow Springs, Mo., for several weeks with an automobile.

Mr. Arthur Thompson and yours truly, have been taking a much needed rest.

Mr. and Mrs. F. F. Peeples, Reporter J. B. Brown and gang are pairing station buildings at Lebar, Texas, are now at Cooks, Okla., and will continue to work as usual, at a new location.

Mr. and Mrs. Frank Rotterman, of Lebar, Texas, are visiting with their mother and father in Willow Springs, Mo.

Mr. Arthur Thompson and yours truly, have been taking a much needed rest.

Mr. J. H. Brown and gang are now at Grandview, Mo., doing bridge work.

Mr. Skyller and gang are doing repair work on culverts between Springfield and Nichols Junction.

Mr. Fred Tilles has returned to a new location. He is doing bridge work and is doing fairly well.

Mr. ledel has returned to a new location. He is doing bridge work and is doing fairly well.

Mr. W. F. Regan, mechanic, has returned to a new location. He is doing bridge work and is doing fairly well.

Mr. J. C. Kinnard, mechanic, has returned to a new location. He is doing bridge work and is doing fairly well.

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I I
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I -.;shoe chnm~ion of the shoe. He
111athy to Mr. Bennett Nance and fam-
I ndita and relatives.
I was off for several days, due to per-
I guard and try to get back to the
I man's office and receive reward.
I her a mile long over a new gaso-
I garage for his new Chevrolet and he
I garine the name of James William.
I home into a garage.
I into it himself and converting his
I nnered to St. Louis, April 6,
I end trip to St. Louis, April 5.
I to mould a winning team. We intend to enter the City Twilight League. Let every-
I are Frisco employes. Doing all we can
I nd and family were called
I a pretty high, but so far has been
I ton, has accepted a position in
I n the home a few mile long over a new gaso-
I for the sheet metal workers, C.
I r. Lawes, is an efficient foreman and
I 30. We regret to see him leavc
I of Oklahoma City, were recent visitor in the home
I d gradated a full ball with John Ponet
I to make a material out of which
I one turn and encourage the boys.
I as the punch foreman, the punch
I is the proud
I of Kansas City with relatives.
I made a weak-end during the week of April 3.
I come back with a hard ball story.
I It will hurt, but the world will know
I dresses in March and none
I his own club after.
I in the depth of his mother, which occurred
I to mould a winning team. We intend to enter the City Twilight League. Let every-
I nd part of the West Shops in the
I part of the West Shops in the
day on its job, and on the job again.
I hermica information, to whom
I so late that he had thought about moving
I ing home into it himself and converting his
I m ing a swell.
I e is to fish of all kinds, but the hard-
I tribulations galore; but the hard-
I nce the shoe.
I shoe on his face is full grown over a new gaso-
I away to Steeleville, on account of the ill-
I m out of which
I also, we are glad to learn it, she
I last month, her employer at Frignt
I left the last month, her employer at Frignt
I uring the spring. We are planning to
I was followed by a
I there is plenty of material out of which
I recent meeting of the locals.
I in the home.
I is building a swell.
I hich he expects to purchase the
I he is build ing.
I in the shoe, apart from his
tests. E. W. Young for the blacksmiths,
I t is running pretty high, but so far has been
I carrying with passenger cars.
I hind passing passenger cars.
I are-Frisco employes. Doing all we can
I hte of Oklahoma City, were recent visitor in the home,
The impromptu luncheon given by the Frisco Club at Hotel Statler March 31 was greatly enjoyed by all the girls in the department. The trip was arranged by Frank Burt, night roundhouse foreman, and the Frisco Girls of Lindenwood, Mo., attended. The Frisco girls are: Edith Black, Miss Willard, Miss Smith, Miss Pierson, Miss Lute and Miss Wiegand.

Purchasing Department

ST. LOUIS, MO.

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I am able to report he is now able to care for himself, "Willy."

Instead, he has been quite sick for the past month and a half. He got his spring haircut and we are fearful he may not be able to spend a part of his time again. Mr. and Mrs. Porger have been very satisfactory about the work during the illness of Mr. Porger. The only change in this department is the promotion of Mr. G. E. Weathers, division superintendent.

GENERAL STOREKEEPERS

Jeffery E. Greenfield

Jeffery E. Greenfield

Jeffery E. Greenfield

Jeffery E. Greenfield

Jeffery E. Greenfield

Jeffery E. Greenfield

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job days 1s able to be about again, and 
Frank Tony Anthony of the 2nd trick 
Arloe job have reported after being 
turned to duty after being off on ac-
club member Arthur Cox. 3rd trick car 
Chouteau hill job. and wife, are visit-
March 30. He is improving and hopes 
master job at Chouteau Ave. while 
suffered a broken ankle. 
engineer Walter Johnson of the 3rd trick 
Bwing Ave. job recently substituted 
by Gus Stein as piecework check.

RECRUITMENT 
Henry Adamson "Leflore Poteau" 
COAL & MINING COMPANY 
Miners and Shippers of 
TULSA CHIEF (Bituminous) 
POTEAU CHIEF (Semi-Antl) 
COALS

KENNESAW MINE, ST. LOUIS, MO.

TULSA ADVERTISER
HENRY ADAMSON & LEFLORE POTEAU 
COAL & MINING COMPANY
Miners and Shippers of
TULSA CHIEF (Bituminous) 
POTEAU CHIEF (Semi-Antl)
COALS

Miners Located at 
TULSA and POTEAU, OKL.

IN THE MARKET FOR 
COAL OF ANY GRADE

Oklahoma City, Tulsa, Enid, Muskogee, 
And Points West

TULSA, OLA.
R. L. & D.

Peter Adamson Coal at Mining Company
TULSA - OKLAHOMA

The Night Hawks and the Owls, two 
Tulsa bowling teams in the reg-
road clerks began in St. Louis, Leib 
visited the 3rd trick of the St. Louis 
pleant of fun and enjoyment and 
looking forward with keen interest 
next year.

For Heath, Asst, general pharmacy 
Mills are the first vacancies of 
season covering a period of 
and 
Seminole, Fla., visiting in 
cities, and will handle line. We 
hey's trip will be very exi 
Weil Wein, foreman of the C. F. 

PASSenger TRAFFIC DEP.
ST. LOUIS CAR DEPARTMENT
LOUISE SCHUTTER, Reporter

Johnny Schenew, who was 
Ola Stein as piecework check-

BOWLING TROPHY

TULSA ADVERTISER

The following are on the honor roll 
their respective 
road clerks league in St. Louis, 
winning the 

Heath's yardmaster job at Gratz 

John Trotter, foreman of the 10:00 
St. Louis teams will come back with the 

.......

TULSACHIEF.
Oklahoma City, Tulsa, Enid, Muskogee, 

MINCKS HOTEL-
TULSA, OKLA
Killian V. Coever, promoted to assistant at Fort Smith, and Mr. Curtis also have a newcomer in the general office mail room. Vincent H. Hindman and Helen Deckert are new members of this department. Mrs. Jewel Sheehan was married at Monett recently and is at home at 306 Missouri avenue. Mrs. Jewel Sheehan was married at Monett recently and is at home at 306 Missouri avenue.

Classified Ads

Shirt Proposition

SOUTH DAKOTA

OFFICE DIVISION ENGINEER
MEMPHIS, TENN.

C. C. NICOLLS, Reporter

Work on the Memphis bridge is practically finished. Mr. Welch from Mr. Sheehan's office has been on the job for quite some time and is doing very fine work. Mr. Sheehan was released some time ago from the details of the job, but is being paid extra to superintend the work.

Assistant Engineer Scott and family spent a few days in Pekin and Demopolis, first part of this week. Mr. Scott is planning to make an inspection of the work in Memphis for several weeks. Miss Mary and her sister spent the week-end visiting in Little Rock, Hot Springs and other southern cities.

We have just received it. If you have not received your new extra gangs, please return on two new extra gangs under whose name is correctly posted on your list. In the first place, the coal should come out of the chute when it is put in.

Louisville Bridge Company

CONTINENTAL CASUALTY COMPANY
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The strawberry now has the right-of-way, as it is a new season here, while Parkinson Junction, always busy, has the same business to do. The New York & Illinois Central is having a busy time with the freight traffic, as it has been going on for some time. The traffic is steady, and the company is doing a good business. The goods are well loaded and the freight cars are in good condition.

Enid, Oklahoma—Mr. and Mrs. J. E. Jarrell, traveling auditor for the Florida Power and Light Co., arrived on the train from Montgomery, Ala., this morning, en route to Mobile, Ala. Mr. Jarrell is on a pleasure trip from Montgomery to Mobile, and in the course of his journey he is expected to make a short visit to Pensacola, Fla., where he will be in attendance at the Pensacola terminal. He is expected to return to Mobile on the evening of March 15.

PENSACOLA, FLORIDA

GERTIE G. BAZELL, Reporter

Of vital interest to Frisco officials is the decision of the citizens of Pensacola to make the Pensacola Terminal a part of the Florida Power and Light Co. line. The decision was made recently, and with the approval of the board of directors of the Florida Power and Light Co. the decision will be carried out. The Florida Power and Light Co. has been in operation in Pensacola for some time, and the citizens of Pensacola have been very pleased with the service rendered by the company. The decision to make the Pensacola Terminal a part of the Florida Power and Light Co. line is a step in the right direction, and the citizens of Pensacola are confidently looking forward to the future.

Eula Montgomery's sister, Lorene, spent the week-end of April 6 visiting in Mobile, Ala. Gulf-Stream inspector, Mr. W. C. Nanny, relief foreman, is at Pensacola this month. It is expected that the Florida Power and Light Co. will be in operation in Pensacola by the end of the month. The company is now in the process of building a new terminal at Pensacola, and it is expected that the work will be completed by the end of the month. The new terminal will be a modern structure, equipped with all the latest facilities.

The Florida Power and Light Co. is doing a good business in Pensacola, and the citizens of Pensacola are very pleased with the service rendered by the company. The Florida Power and Light Co. is now in the process of building a new terminal at Pensacola, and it is expected that the work will be completed by the end of the month. The new terminal will be a modern structure, equipped with all the latest facilities.

Jean, by the death of relatives, W. G. Roberts and Mrs. Harris, and by the illness of engineer Frank Miller Christie, who has been confined to his bed for some time. The death of relatives was a great shock to the family, and the illness of engineer Christie has caused a great deal of concern. The family is now in the process of making plans for the funeral, and it is expected that the service will be held at the Florida Power and Light Co. terminal at Pensacola.

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On April 15 two new and attractive street railway passenger cars were put into service by the Gulf Power Line on the Interurban route between Pensacola and Fort Barrancas. These cars were purchased in Memphls, Tennessee. During the latter part of March Mr. Gerth entertained the Memphls Native Guard. More local people are expected to come join with the local order in joint initiation. They were only happy after two days in Memphls and were high in their praise of Penracola’s hospitality. Mr. Gerth expects to return the visit to Memphls in September.

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Several Memphis Terminal employees were off duty a few days during the past month, due to sickness. Among them were R. E. J. McMillin, yard clerk, Howard Eaves, yard clerk, and C. H. Yehle, yard clerk, who were off duty a few days during the past month. In addition, Frank Ambrose, messenger, J. F. Scroggs, stenographer in the master terminal, and W. J. Martin, stenographer in the master terminal, were off duty a few days during the past month.

The latter part of March, Mrs. J. G. Stoddard, wife of superintendent terminals, was released from the hospital at St. Louis, Missouri, after a long illness. Mrs. Stoddard, who is the mother of Mrs. B. C. Scruggs, was declared out of danger and is getting along fine.

On the evening of April 15 the Frisco Station Independent Club held its monthly meeting at the Station Independent Club. A good attendance was reported, with a good deal of business transacted. The next meeting will be held on the 15th of May.

May 1929

The Frisco Employees Magazine

SAN CARLOS HOTEL
Pensacola, Florida

VISIT THE "WONDERFUL CITY OF ADVANTAGES"

$1.50 and $2.00—NO UP
MANHATTAN HOTEL
Pensacola, Florida

ABSOLUTELY FIREPROOF

Headquarters for Frisco Visitors

Sherrill Oil Co.

GASOLINE, KEROSENE, OILS

Pensacola or Over Docks

PENSACOLA, Florida

American National Bank
CAPITAL AND SURPLUS $12,000,000

MAY 1929

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Dearborn Special Formula No. 134 has been highly endorsed for effective cleaning of feed water heaters and scaled water lines. It disintegrates average thicknesses of scale in a period of one to three hours. Dearborn Special Formula No. 134 removes all of the scale. Try it. Inquiry invited.

Dearborn Special Formula

---

**SCALE REMOVAL**

Clean Scaled Equipment With 134

---

Dearborn Chemical Company

305 East 42nd Street, New York

210 So. Michigan Ave., Chicago

**Office in All Principal Cities**

---

**SUPERINTENDENT'S OFFICE**

**MEMPHIS, TENN.**

**HARRIS, Reporter**

---

**MURPHY, ALABAMA**

**P. M. SCOTT, Reporter**

---

**Orvis Scott has been excused by the Doctor of operators. Mrs. Scott, Mrs. W. Scott, aged at Alabamaville, Ala.,

now has three sons in the service of the Prince of operators. M. W. F. M. and R. W. Have a total of 27 years of op-

erators, all ranks on the Littleroll with the Southern division, and we are all very happy.**

---

**CLAYTON, TENN.**

**DAVIS, Reporter**

---

**Phase Hall brakeman has gone in the service of the Prince of operators.**

---

**CAIN, ALABAMA**

**SHOUP, Reporter**

---

**Henry Shoup and Jim Hollingsworth**
New Albany to Allenville and is now between trains. April 8.

Smith has got a better job and are sorry to see him leave us and are glad that we can have Price back in Dora again.

The AT&N have given us a splendid business the past two months. The tonnage consists of gasoline, lumber and packing.

Booie, age 11, has been transferred to Cullman.

We are mighty glad to see her aunt again. Mrs. C. E. Rerr was recently called to St. Paul, Minn., recently extended to Mr. McLane.

We extend our sympathy to Mrs. C. E. Rerr, of Sheffield, spent several days visiting relatives in New Albany and is now permanently located in their new home. Mr. C. E. Rerr has been working the third trick for two weeks while job on building.

Lewis is firing the Amory engine, and Ira Price has been in Springfield recently.

Special Officer Earl Johnson, who represents the Southern division, died in Los Angeles, Calif., where Mr. Camp will represent the South.

Mr. R. T. Hynson, night trainmaster, has been residing.

We extend our sympathy to Mrs. R. T. Hynson, of Sheffield, spent several days visiting relatives in Kansas City for a few days, account the death of his mother.

Mr. R. T. Hynson, night trainmaster, has been residing.

We extend our sympathy to Mr. Stevenson, former engineer on the Southern division, who has been residing. Mr. Stevenson was the father of Henry Stevenson, who is yard clerk at Amory. We extend our sympathy.

We extend our sympathy to Mrs. T. P. Kelley, mother of engineer, and Rube, his brother, who is working in Kansas.

L. S. Brophy, youngest daughter of Mr. and Mrs. Charles T. Brophy, of Amory, has been transferred to the Amory office.

We are mighty glad to see her out again. Mrs. C. B. Rock has been working the third trick for a few days, account the death of her son.

Mr. T. P. Kelley, switchman, who was called to St. Paul, Minn., recently extended to Mr. McLane.

We extend our sympathy to Mrs. C. E. Rerr, of Sheffield, spent several days visiting relatives in Nashville, Tenn., where she attended the funeral of a grandchild.

Mr. R. H. Lamm, chief joint Inspector, has been residing. Mr. H. C. Stevenson, former engineer on the Southern division, died in Los Angeles, Calif., where Mr. Camp will represent the South.

The Dora High School team managed by T. J. Connell, yardmaster, beat the Dora High School team in a "fast" game of ball.

Ross C. Smith, agent for the express company, has been transferred to Cullman.

We are glad to see "Uncle Bob" Gibson, and Ira Price has been in-
FREIGHT TRAFFIC DEPARTMENT
MEMPHIS, TENN.

KATE HARRIS, Reporter

April 14, with Frisco Day at the
head of the Turtle Club of Memphis.
Mr. Fossett was in charge of the
program. It was a very good
program. Mr. Fossett is the
Manager of the Frisco Railroad
Department, and he is in charge of
the Turtle Club.

April 14. Mrs. Selma Townsend, wife
of Mr. J. H. Townsend, was married at
St. Luke's Magnolia, Ala., and as she passed here
on her way to take possession, she decided on the latter.
Mr. Townsend is manager of the
Memphis Frisco Railroad
Department.

April 14. Miss Irene Doling, steno-
clerk, has opened a new
home and expects to be
home in a month.

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have lost track of the pennant for the least number of errors. It's still at Tulsa. Springfield borrowed it one month but like all good neighbors, returned it home the following month.

C. H. Hensley, agent.

In back on duty after having been confined to his home for a couple of weeks, Mr. Hensley was threatened with pneumonia.

Martha Hensley, who makes her home with her grandparents at Salem, Ill., has arrived to spend the summer months with her daddy, C. H. Hensley, agent.

Mr. W. D. McCool, wife of the ticket clerk, has just returned from a few days' visit to Oklahoma City, Okla.

Mr. W. D. McCool, general manager, Texas Jockey Club, has just announced days of racing at the fairgrounds starting April 26.

Work is progressing very rapidly on the elevations of northeast and cincinnati streets, also the excavating for the site of the new station. Reed & Lowe, contractors, of Birmingham, Ala., are doing the excavating for the

BANKS ALONG THE FRISCO LINES

The Peoples Bank
of Springfield, Missouri

American
Traders National Bank
BIRMINGHAM, ALA.

Capital and Surplus $5,000,000.00
"FRISCO DEPOSITORY BANK"

The American National Bank
PARIS, TEXAS

Capital, Surplus and Undivided Profits, $350,000.00
FRISCO DEPOSITORY BANK

FIRST NATIONAL BANK in Wichita
WICHITA, KANSAS

RESOURCES
$20,000,000.00

THE UNION NATIONAL BANK
SPRINGFIELD, MO.

3% Interest Paid on Savings Accounts
4% Interest Paid on Time Certificates

LET THIS BANK BE THE EXECUTOR OF YOUR ESTATE

THE BANK THAT ALWAYS RUNS STRONG
FRISCO DEPOSITORY

THE FORT WORTH NATIONAL BANK
FRISCO DEPOSITORY

Main at Seventh Street
Mr. and Mrs. G. G. Harrison, chief clerk, has returned from the sick list to work after an absence of several days.

G. G. Harrison, chief clerk, has returned from the sick list and is now working at full capacity. Mr. Harrison has been absent due to an accident.
Mr. Buesse accompanied a special train of the Oklahoma City Chamber of Commerce to the oilfields while it was in Oklahoma City. The Oklahoma City Chamber of Commerce party included a special event at a hotel where they showed them over the city and in the evening the chamber of commerce committee and the Oklahoma City Chamber of Commerce members were entertained and the Oklahoma City Chamber of Commerce members were given a tour of the downtown office buildings.

Reports indicate since December 4, 1930, production for the month of April, we also enjoy a nice passenger business twice a year due to this heavy traffic we are looking forward to the opening of the horse race season and the continuance.

Miss Mary Jo West, daughter of Mr. and Mrs. H. R. Folev, wife of round-trip operator, has been assigned to the division section-foreman, who has been on the job for six years. Miss Mary Jo West, daughter of Mr. and Mrs. H. R. Folev, wife of round-trip operator, has been assigned to the division section-foreman, who has been on the job for six years.

We have already received hundreds of letters from Texas Cripple and other points all righted and feed to this heavy traffic we are looking forward to the opening of the horse race season and the continuance.

The governor has declared the day a large celebration in Ponca City at the Oilton. The governor has declared the day a large celebration in Ponca City at the Oilton.

We are glad to welcome Mr. McKe, construction engineer, to Tulsa and hope to have the pleasure of seeing him often and will co-operate with him in every way in connection with the operation of the new Tulsa Oilton Railroad. We are glad to welcome Mr. McKe, construction engineer, to Tulsa and hope to have the pleasure of seeing him often and will co-operate with him in every way in connection with the operation of the new Tulsa Oilton Railroad.
Maurine Nahan, stenographer, mobile trip to Wichita, Kans., for friends and relatives in May. A big dance is being held there at the Hotel Illinois.

The appraiser of the front of our office, has been made assistant to the left vacant position.

Maurine Nahan, stenographer, mobile trip to Wichita, Kans.

We regret the loss of Mr. A. M. Morgan, in the engineering department, but our most sincere congratulations are extended to his family by all friends.

Mr. J. L. Martin, former managing engineer, has been made assistant to Mr. C. L. Young, in the engineering department.

Joseph A. Johnston has been appointed general foreman of the River division, succeeding Mr. R. M. Ramey, who has been transferred to the St. Louis division.

Mrs. Oliver Rigdon won first prize in the Bridge Club at her home, evening, March 18.

Miss Lorena Bollinger, stenographer, B&B Department and Roadmasters' Office.

We wish this couple a happy married life.

Mr. J. W. Calhoun in making an extended visit with relatives in California. Mr. W. S. Johnston has been appointed assistant agent at Wilson, Ark., and will soon move the family to that place. April 4, to be seen in the River division.

Mrs. Ada Hume has been appointed secretary to superintendent and expects to leave shortly.

We have just learned that Mr. W. E. Lamo, at Oran, has been arrested for a few days' visit. Mr. W. E. Lamo, roadmaster, says he is too busy at this time of year.

We regret to learn of Mr. L. Ramey's accident. He has been transferred to the St. Louis division.

C. Henley made an inspection trip to the River division and was entertained by Mr. J. L. Martin, former managing engineer, on his arrival.

Miss Helen Bollinger and Miss Clara Kruger, assistant general agents, and other members of this department, entertained the Frisco Girls' Department, and were among the girls from the Frisco office. Misses Lorena Bolinger and Miss Anna Kaln, Miss Allce Sparks, and Miss Leota Friend recently entertained Foreman Inman and gang have been working around success and have been quite active during their last engagement.

Mr. J. D. Boyd, agent, Pocahontas, Ark., will soon be moving to Glenpool, Okla., to be seen in the River division.

Mr. J. L. Martin, former managing engineer, has been made assistant to Mr. C. L. Young, in the engineering department.

We are just wondering how Miss Elma Golden, at Chaffee, will make heraepernick of about six weeks' notice. While Mr. E. Buesse, city passenger agent, was at Fort Smith, he got word that Miss Elma Golden was looking for a position in the engineering department, and has been invited to come.

Mr. W. E. Lamo, at Oran, has been arrested for a few days' visit. Mr. W. E. Lamo, roadmaster, says he is too busy at this time of year.

We regret to learn of Mr. L. Ramey's accident. He has been transferred to the St. Louis division.
I delegates to ronvention of F.I.C&D&MC

Dillworth Jewelry Co

R. T. Ahlsteatl and John Ponder were recently held in Springfield. We received our first office.

G. H. Cohoon, roundhouse clerk, says Blytheville and he in turn bumped on of Mr. Stitells.

in the roundhouse office by electrician the required a bit of sunburn while away.

preparations for the play, I want a sure is glad that experience is over.

Mrs. IhleDonough have been trying out now back on the job and says she glad that experience is over. Miss Mary Baker of Dillworth, Miss. noting the work Jim while Miss Cook stating that Mrs.

MECHANICAL DEPARTMENT

CHAFFEE, MO.

LOVTA FRIEND, Reporter

Surrounding of modern conveniences—G. M. Coltrub, cgardenhouse clerk, says how in the roundhouse office by electrician Collins has them all taken.

Ben F. Hickle, formerly baggage man at this office, is discharged at St. Louis. He is working for the 4:00 p.m. to 12 midnight calling job. Freeman T. W. Hartley and Mrs. Mary T. Hartley are deceased parents of Mr. Shilly. Miss S. Nourse spent a recent week-end in Girardereau and Miss H. E. Hubbard has been receiving some favorable comment on the latest stage coach he build and has on display in one of the up-town stores recently.

TRAINMASTER'S OFFICE AND LOCAL FREIGHT HOUSE

CHAFFE, MO.

ILCO. COURIER, Reporter

Mr. and Mrs. John Curties have returned after spending a month in Hot Springs, Ark. Mr. and Mrs. Emil Sebastian write from Florida that they are having a real vacation. Mr. Curties is the “Mickey” of the Missouri Railroad, being one of the most promising young engineers. Mr. and Mrs. R. J. Robinson, who have been visiting their parents in St. Louis, the Robinsons had an interview in this office recently. Miss A. Koger has but one toe.

We are glad to report that Mr. Frank Morgan has rapidly after being very ill. Mrs. E. C. Clements entertained her friends last Saturday afternoon. Miss W. E. Morrell and Misses Irene Hacken, Frances Campion and Misses Margaret and Alice Sturrup were among the guests.

Mrs. H. C. Montgomery, and two children, Mrs. A. C. Montgomery and Mrs. A. H. Montgomery, are visiting relatives here.

Mr. J. P. Harrison and daughters visited Mrs. Harrison on April 3rd. Mrs. Harrison has been confined to the hospital for a minor operation. We hope she will soon be well again.

We are happy to know that Mr. H. L. McGinley and Mr. H. B. McGinley are getting along splendid.

Frank Morgan, Mr. is astonishing his friends these last three days. He is the promi-

Chaffee, Mo. On April 15th, Mr. and Mrs. James Morgan and a baby boy to Mr. and Mrs. Frank Morgan.

Jr. Congratulations all the who regular was born for all to see and has been named for Mr. Morgan's parents.

The Frisco Express Men's Union

May 30, 1920
NORTHERN DIVISION

GENERAL AGENT

KANSAS CITY, MO.

DAVID H. YOUD, reporter

After an absence of more than two years from the office of the
general agent's office, one of the
most popular officials of the
company, Mr. E. R. Parson was
promoted to the position of
general agent. Mr. Parson has
served the company in various
positions for many years, and
is well known throughout the
system. He has been in the
service of the company for
more than 15 years, and is
recognized as one of the
leading officials in the
industry.

BARKER'S MECHANIC'S OFFICE

KANSAS CITY, MO.

H. S. SMITH, foreman

The work of the mechanic's office is
continuing as usual. The men are
well satisfied with their positions and
working conditions, and there is a
general feeling of satisfaction among
the employees. The mechanic's office
is well equipped and the men are
competent and skilled in their work.

FORT SCOTT, KANS.

DOROTHY WORKING, reporter

We're having some very beautiful
days this spring—the flowers are just begin-
ing to bloom and the air is fresh and
invigorating. It's a lovely time of year to
be out and about.

The Frisco howling team had revenge
on the Northerners in Springfield, Mo.
Their heart's and blood in their eyes
were glowing as they returned to Fort
Scott, after giving the trip their best.

The Northern division held its rebula-
tion meeting at Fort Scott, on April 15th.

INDIANAPOLIS GLOVE COMPANY

INDIANAPOLIS, INDIANA

The Indianapolis Glove Company has
been in business for twenty-five years,
supplying railroad men with just the kind
of work gloves that provide real comfort,
efficiency, and durability. They have
been in business for twenty-five years,
supplying railroad men with just the kind
of work gloves that provide real comfort,
efficiency, and durability.

Mr. Railroad Man: I am to carry on
this important job 100% efficiently with
my hands cased in wet, greasy gloves of
inferior grade?

INDIANAPOLIS GLOVE COMPANY has
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Serving a great Railroad System

PROVIDING adequate, strong, good will building woven wire fence—strong, easy to set up, low cost steel fence posts—signal strands—barbed wire for fences—screws, nails, and wire rope for many uses—are some of the functions of this company in its relation to a great railroad system such as the Frisco.

BANNER STEEL FENCE POSTS—T. rail design—are well thought of by railroad men as they are easy to install, of great strength and combine a long, useful life with low cost.

AMERICAN WOVEN WIRE FENCE has an equal preference and for the same reasons, guaranteed to give the equal or longer service than any other fence using equal size wire under any given conditions.

AMERICAN RAIL BONDS—the standard rail bonds for safety in signaling and telegraphing. Built and engineered to be superior under any service conditions.

AMERICAN MONITOR WIRE ROPE—conceded by most railroad men to be the strongest and most efficient of all wire ropes.

AMERICAN BARBED WIRE—the original barbed wire—known and used by railroads the world over.

American Steel & Wire Company

Subsidiary of United States Steel Corporation

Chicago New York Boston Dallas Birmingham Denver St. Louis Kansas City Memphis Atlanta Oklahoma City Salt Lake City U. S. STEEL PRODUCTS CO. San Francisco Los Angeles Portland Seattle
A great deal of artistic talent is coming to the front, particularly noticeable in the real young painters of the Forest Family. If you have a son, daughter, or any other relative who is interested in the art of painting, bring him to our store. We will give him a free trial lesson. It's the perfect time to start a new hobby.
Our sorting showers have set up Y. C. Robert, preliminary to the opening of the days, giving our flowers will grow, also the weeds that have been growing on the ground. Y. C. Robert, preliminary to the opening of the days, giving our flowers will grow, also the weeds that have been growing on the ground. "No one of us who saw the "Passion Play" staged at Ford Park Auditorium, New York, March 17, will ever forget it. There was a wealth of human interest, accumulation of material, and certainly gives us a greater appreciation of the power and beauty of the drama. We wish for him a speedy recovery.

MECHANICAL AND STORES DEPT.

V. P. & G. OFFICE-FORT WORTH

D. H. HALL LUMBER CO.

Manufacturers of all classes of hardwood lumber, including switch ties and railroad car materials. Can furnish air dried or kiln dried.

ANOMY, MISS.

Your Inquiry Solicited NEW ALBANY, MISS.

MINES ON THE FRISCO AT CARBON HILL, ALABAMA

MOSS & MCCORMACK

MINES AND SHIPPERS

COAL—Bloomfield, Dunker, Steam, Domestic—COAL

1911-1 American Trust Building BIRMINGHAM, ALA.

SIR WALTER RALEIGH

It's 15c and a "Hot-Box"

"In plain blue words, Bill, your pipe smells like a 'Hot-Box.'"

CEDAR

OFFICE OF S. ENGINEERING

FT. 5A

EUGENE S. BROWN

Mrs. Ralph will make her new address one of the largest and most successful.

How to Take Care of Your Pipe

1. New pipe, or an old one broken in with Sir Walter's favorite smoking mixture, is everything. Why should anyone waste any of his pipe with this stuff? We could offer any pipe smoker the one best, or could make the world's best pipe. Verily, it's true. We could offer any pipe smoker the one best, or could make the world's best pipe. Verily, it's true.
CENTRAL DIVISION

OFFICE OF SUPERINTENDENT

E. SMITH, ARK.

PAULINE SHREUCKER, Reporter

Mrs. Rachel Williams, wife of bill and freight clerk in division secretary's office, was recently visiting friends, also shopping.

Mr. and Mrs. L. O. Blaisdell announce the birth of a daughter, April 20th, and have named her Gladys. Mrs. Blaisdell will be remembered as field accountant's assistant for many years. They spent several days in Hot Springs, and from there a friend along took them to Chicago and San Francisco, returning on May 10th. Mr. Blaisdell is division chief clerk at Ft. Smith.

We had two visitors lately, one being O. R. Hickenlooper and the other Oscar Walse, both having accepted positions here during the coming months. Mr. Hickenlooper is located in Canton, Ohio, and Mr. Walse in Attleboro, R. I., and both expect to arrive in the 13th of May. We wish them both and hope they will soon forget the Prius.

We wish to extend our sympathy to Mr. and Mrs. Will Clark, operator in "P" of, and Mrs. Clark just returned from a week's motor trip to Hot Springs and Little Rock. Circle C. pulling of springers and 145 safely received Mr. Clark during his absence.

The above information is the McAlary Clinic, The Missouri, doctor's choice. The Missouri clinic, the largest in the nation, maintains a complete list of our former patients and who was very prominent in the coal industry. An expert in the operation of strengthening bridges, etc., he is frequently called upon to advertise the Missouri Clinic, and is a recognized authority on the subject. He has just returned from a week's trip to Corpus Christi, Texas, where he was instructed in the operation of strengthening bridges, etc., and is now preparing a report for another article.

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Philip Sheepshow, former teacher at the freight house, is now performing duties of office boy in superintendent's office.

Mrs. Henry Stuever and Henry Jr., wife and son of maintenance clerk, spent a week in Hugo visiting relatives and friends. She was recently instructed in the operation of strengthening bridges, etc., and is now preparing a report for another article.

Mr. J. M. Waters, maintenance man for interments generally to the Herrinment of read diseara. If you or any of your friends suffer from hemorrhoids (piles) could not be successfully treated except by surgery but has been wholly disproved. If you or any of your friends suffer from hemorrhoids (piles) could not be successfully treated except by surgery but has been wholly disproved. If you or any of your friends suffer from hemorrhoids (piles) could not be successfully treated except by surgery but has been wholly disproved. If you or any of your friends suffer from hemorrhoids (piles) could not be successfully treated except by surgery but has been wholly disproved.
Mr. B. T. Juden, yard clerk, is the smiling grandfather now as he has a brand-new grandson. We have been unable to learn what his name is.

H. F. Hinkle and family moved to Chaffee, Mo., April 1, where they will make their home. Everyone was sorry to see Mr. Hinkle leave and he will be missed by all.

Miss Marie May, daughter of H. F. Hinkle and family, has been spending a spring vacation with home folks. She returned to school Sunday night, April 6.

G. D. Gorham is temporarily filling the vacancy as assistant cashier.

Mr. J. Loeckner, traveling auditor, visited the office for a short while Saturday, April 5, between trains.

A special train service is now being given to points between Lake City and Rhytheville, Ark., giving perishable commodities preferred movement.
General American Tank Car Corp.
General American Car Co.

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- Tank Cars
- Milk Cars
- Railroad Cars

LESSORS
- Tank Cars
- Milk Cars
- Refrigerator Cars

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Richfield Bldg., Los Angeles, Cal.

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(Union Carbide and Car Inspector's Lamps)
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CAST STEEL SPRING BANDS THAT ARE EFFECTING LARGE SAVINGS

RAILROADS USING CAST STEEL SPRING BANDS...

Frisko ties, timbers and piling have their life greatly prolonged by preservative treatment at the SPRINGFIELD, MO., and HUGO, OKLA., PLANTS of the AMERICAN CREOSOTING COMPANY.
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<th>Company</th>
<th>Location</th>
<th>Products</th>
<th>Notes</th>
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</thead>
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<tr>
<td>CLEVELAND LUMBER COMPANY</td>
<td>JASPER, ALABAMA</td>
<td>Railroad Lumber, Pine and Hardwood, Two Million Feet Per Month</td>
<td>on the Frisco in Alabama</td>
</tr>
<tr>
<td>Chapman-Dewey Lumber Company</td>
<td>MEMPHIS, TENN.</td>
<td>Hardwood Lumber, Cypress Piling, Grain Doors, Boxes</td>
<td>Manufacturers</td>
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<td>HOBART-LEE TIE COMPANY</td>
<td>St. Louis, MO.</td>
<td>Railroad Ties and Timber</td>
<td>WE HAVE SUPPLIED THE FRISCO CONTINUOUSLY FOR OVER 40 YEARS</td>
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PRODUCERS OF
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CHICAGO
For Dependable Service
"VILOCO" Pressed Steel Bumper Stop
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EXCLUSIVE MINERS OF
ELK RIVER and GALLOWAY COAL
General Office
MEMPHIS, TENNESSEE
MINES AT
GALLOWAY, CARBON HILL
and HOLLY GROVE, ALABAMA
MINES LOCATED ON FRISCO RAILROAD

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Mill Creek Coal Company
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JAMES AT GALLOWAY, CARBON HILL
and HOLLY GROVE, ALABAMA

Galloway Coal Company
EXCLUSIVE MINERS OF
ELK RIVER and GALLOWAY COAL
General Office
MEMPHIS, TENNESSEE
MINES AT
GALLOWAY, CARBON HILL
and HOLLY GROVE, ALABAMA
MINES LOCATED ON FRISCO RAILROAD

Mill Creek Coal Company
CARBON HILL, ALA.

Mill Creek Coal Company
CARBON HILL, ALA.

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The Mount Vernon
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Capacity Per Annum:
10,000 Freight Cars;
150,000 Chilled Tread Wheels;
20,000 Tons Forgings

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The D. & M. Cleaning Process
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Grading and Concrete Bridge Work
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Railroad Fuseses
INSURE SAFETY
Best by Every Test
UNEXCELENT MANUFACTURING
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The South's Largest Producers and Marketers of
HIGH GRADE COALS
DeBardeleben Preparation
Gives Added Value
Southern Railway Building
BIRMINGHAM, ALABAMA
For better concrete culverts and bridges

Photo, above, shows part of “60 miles of excellent track” between Carbon Hill and Birmingham in which

BIRMINGHAM STEEL CASTINGS
MAKERS OF
Railroad, Oil Field and Commercial Castings in
OKLAHOMA ELECTRIC STEEL
Tulsa, Okla., Box 658

was used exclusively as road ballast.

The Frisco Railroad has used Crushed and Screened Birmingham Slag exclusively as ballast in the Birmingham District division—and each year hundreds of tons go into the building of concrete bridges and culverts.

Birmingham Slag Co.
Slag Headquarters for the South
BIRMINGHAM, ALA.

Warden Pullen Coal Co.
MINERS and SHIPPERS
HENRYETTA - OKLAHOMA

Smokeless Fuel Company
HUNTINGTON, ARK.
MINERS and SHIPPERS OF
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Oklahoma
Steel Castings Co.
MAKERS OF
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B. B. & BRIDGE
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A New Pair of
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The Most Startling Improvement Ever Developed in Overalls

For years overall wearers and dealers have urged manufacturers to produce an overall that would not get skimpier and tighter after every washing. Now The Crown Overall Mfg. Co., largest in the world, has furnished the answer. They bought two denim mills and an entire town, and installed special equipment to produce a shrink-resistant denim along the lines set down by Crown textile experts.

Crown-Shrunk Denim, the result, is worth many times its cost of development. Not only does it resist shrinkage as per sworn affidavit of United States Testing Company, but it is more closely-woven, heavier, stouter, tougher and quadruple-dyed! Yet this amazing shrink-resistant denim costs you nothing extra. In fact its long wearing qualities make it far more economical.

Crown-Shrunk Denim is produced by a secret process. The only mills that make this denim are owned by Crown—no other overall maker can buy it. The dealer who sells you Crown-Shrunk Overalls is offering you an exclusive product—the best that his money can buy and the best that you can buy. If Crown-Shrunk Overalls get tight—if they bind, lose their fit, or shrink out of shape like ordinary overalls, you get a new pair free, with no questions asked.

All you need do is try one pair of Crown-Shrunk Overalls. Not only are these made of Crown-Shrunk Denim; they are the most comfortable, durable, economical and best appearing overalls ever produced...more pockets and more special features than any other overall. Go to your dealer today. Look at the Crown ticket yourself to see this revolution-ary guarantee never before possible—"A new pair free if they shrink." FREE Send for the Crown Railroad Ticket Book FREE Embroidered Emblems of All Railroads Available at Slight Extra Cost. Write for particulars.

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Cincinnati, Ohio
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