

INDUSTRIAL RELATIONS  
SECTION

JUN 1 0 1930

# THE FRISCO EMPLOYEES' MAGAZINE



JUNE  
1930

Vol. VII No. IX

WALLACE  
BASSFORD  
5706105

# EFFICIENT *T*RANSPORTATION EVERY DAY OF THE YEAR



**M**ODERN transportation has three commandments; first, safety; second, comfort; third, being able to make time. These commandments apply to automobiles as well as to railroads and airplanes, and every Chrysler Motors product—from the highest-priced to the lowest-priced—is designed to keep them.

The utmost in safety can be assured only by *uniformly high quality*. A large group of research experts is employed by Chrysler Motors to the end that this will be attained by every car on the list. Maximum of comfort, too, is one of the aims of their research. These experts continually are seeking new materials, designs and methods of auto-

mobile engineering and manufacturing. Hundreds of other men constantly are using harsh and drastic tests—checking and re-checking every part that goes into any Chrysler Motors product—to assure that it will uphold the integrity implied by *Chrysler Standardized Quality*.

And as to being on time!—if you like to “wheel ‘em” over the bad stretches or “let ‘er roll” on the smoothest highway, you’ll find these cars quiet, seemingly without haste; eager to go at every touch of the throttle; agile in traffic—and on time with a maximum of safety! There’s swift, sure, efficient transportation every day of the year in any Chrysler Motors product.



*All branches on the same tree; all  
growing out of the Chrysler root  
principle of Standardized Quality*

# CHRYSLER MOTORS

CHRYSLER IMPERIAL • CHRYSLER “77” • CHRYSLER “70”  
CHRYSLER “66” • NEW CHRYSLER SIX • DODGE BROTHERS  
SIXES AND EIGHTS • DE SOTO STRAIGHT EIGHT  
NEW DE SOTO SIX • PLYMOUTH • DODGE BROTHERS  
TRUCKS, BUSES AND MOTOR COACHES • FARGO  
COMMERCIAL VEHICLES • CHRYSLER MARINE ENGINES

**W. HORACE WILLIAMS CO., INC.**  
**ENGINEERS AND GENERAL CONTRACTORS**

**ANY CLASS—CONSTRUCTION—ANY SIZE**  
**ANYWHERE IN THE WORLD**

Specializing in Design and/or Construction of Dock  
Wharves, Piers, Breakwaters, Dams, and Jetties, Bridges,  
Railways, Highways, Industrial Plants. All classes of  
Building Construction, Building Foundations.

Maintaining an Engineering Department for Consultation,  
Investigation, Reports, Surveys, Designs.

**HOME OFFICE**

**Fifth Floor Southern Building**  
**833 Howard Avenue NEW ORLEANS, LA.**

**BRANCHES**

**Pensacola, Fla. Mobile, Ala. Houston, Tex.**

Representatives in Principal Cities of all Southern States

**FRISCO TERMINALS at PENSACOLA, FLORIDA, WARRIOR RIVER BRIDGE**  
**and Other Important Works for Frisco Lines**

BUILT BY THIS COMPANY

**Magnus Company**

**INCORPORATED**

**JOURNAL BEARINGS and**  
**BRONZE ENGINE CASTINGS**

**NEW YORK**

**CHICAGO**



SPECIALIZING IN  
RAILROAD BUILDING MATERIAL

*Strong as Ever for the "Frisco"*

Exchange Building

MEMPHIS, TENN.

Phone 6 - 2312

# The Mount Vernon Car Manufacturing Co.

*Repair Shop,  
500' x 150'*

*Fully equipped with  
Cranes, Electric  
Riveters, etc., enabling  
us to work in all kinds  
of weather*



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

**BUILDERS OF FREIGHT CARS  
OF ALL KINDS**

**MOUNT VERNON, ILLINOIS**



# THE FRISCO EMPLOYEES' MAGAZINE

ROOMS 737-738 FRISCO BUILDING

::

ST. LOUIS

WM. L. HUGGINS, Jr., *Editor*MARTHA C. MOORE, *Associate Editor*  
G. E. STAPLES, *Special Representative*WM. McMILLAN, *Advertising Manager*

Vol. VII

JUNE, 1930

No. 9

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

## Contents of This Issue

	Pages
Springfield Bowlers Win Tournament.....	4-5
Frisco Fire Brigades are Efficient.....	6-7
He Raises Flowers for Frisco Lines.....	8
Frisco Car Damage Decreases Twenty Six Per Cent.....	9
News of the Frisco Clubs.....	10-14
Frisco Introduces Room Cars on Meteor.....	15
A Page of Frisco Girl Graduates.....	17
A Page of Graduating Frisco Sons.....	19
J. W. Flannery Named Assistant Traffic Manager.....	26
Rail Detector at Work on Frisco Lines.....	21
Passenger Trains 98.3 Per Cent on Time.....	22
For Meritorious Service.....	23
Frisco Hospital Association's Statement.....	24
Locomotive Fuel Performance Records.....	26-27
The Pension Roll.....	28-29
Homemakers' Page.....	30-31
The Twilight Hour.....	32
A Page of Newburg, Mo., Children.....	33
Flashes of Merriment.....	34
A Page of Praise from Frisco Friends.....	35
Frisco Mechanic.....	36-40
Frisco Family News.....	41-72

### THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 25,000 active and retired employees of the Frisco Lines. It contains stories, items of current news, personal notes about employees and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India drawing ink.

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

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

MEMBER



The KELLOGG GROUP

# SPRINGFIELD BOWLERS WIN TOURNEY

**S**PRINGFIELD bowlers battled their way to top honors in all four divisions of the first annual Frisco System Handicap Bowling Tournament, held in Kline's bowling alleys, Springfield, Mo., May 10, 11 and 12, with the exception of the two-man event in which a Springfield pinman, C. P. King, and a West Tulsa bowler, C. G. LeFevre, were paired and shared first place. Approximately 115 Frisco bowlers from St. Louis, Kansas City, Tulsa and Springfield assembled at the alleys to take part in this tourney.

The Kansas City-Florida Special team of Springfield, exhibiting a stellar brand of bowling, rolled up a grand total three-game score of 2956 with a 450 pin handicap and captured the prize of \$46.43 that was offered for the high score in the five-man event. This team went into the lead the first day of the tournament, making this score on the evening of May 10, and it remained uneclipsed throughout the tourney as a mark of the other fives to shoot at. The following comprised the Kansas City-Florida Special quintet: J. McCoy, captain, Wm. Craig, M. DeNoon, J. D. Dolson and H. Hayes.

The maple-scattering pair—King and LeFevre—who took first prize in the doubles, piled up a grand total of 1253 in three games with a handicap of 279. First prize in this event amounted to \$23.22. King represented the Springfield team known as the Governors and LeFevre the West Tulsa team. The pairing of these two resulted more or less from chance. King's partner for the doubles was unable to participate and he was paired with LeFevre who happened to be an odd man with the West Tulsa aggregation. Their score was made on the second day of the meet, eclipsing the previous high of 1231, which had been made the day before by W. D. Steele and W. Skinner.

G. M. Forrester, of the Springfield Chadwick Limited team, won the singles, piling up a score of 692 with a handicap of 114 pins in three games. His showing brought him \$13.93, the amount of that division's first prize. Forrester hit his winning stride in the final evening of the tournament to win over the score of 664 which two bowlers in the tourney had made previously and which had stood as high in the singles through the first two days of the meet.

The high all-event score was made by J. Carr, star bowler of the Oil

## First Annual All-Frisco Bowling Meet in Springfield May 10-12—115 Men Participate

Field Special team of Springfield, which was comprised of the youngest bowlers in the competition, all of its members being under twenty years



*The star young bowler who appears in the photograph above is Johnnie Carr, winner in the all-events competition in the first annual Frisco Bowling Tournament. Johnnie is a member of the Oil Field Special team of Springfield which is comprised of boys under 20 years of age.*

of age and having but one year of bowling. These young bowlers made an impressive showing in the tournament, tying for third place in the five-man event in addition to capturing first in the all-event competition. Carr's all-event score was 1946 and his handicap was 450. First prize in this division was \$9.29.

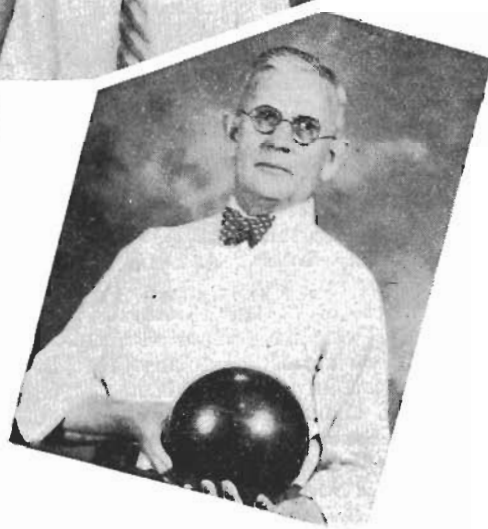
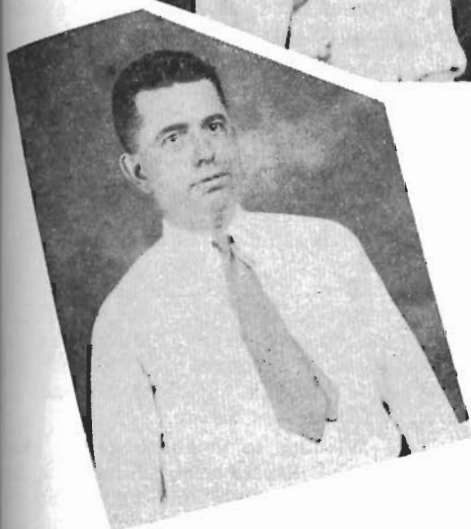
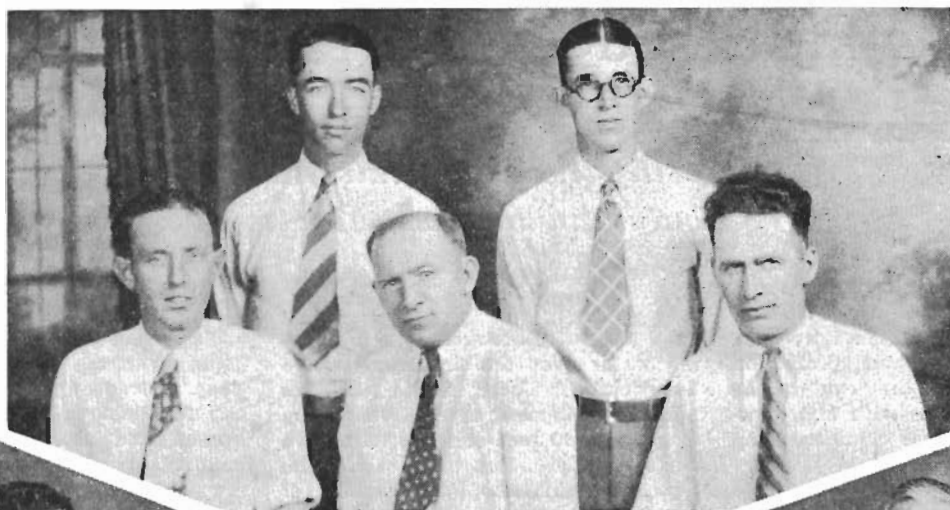
Prizes were awarded for the first five places in each event. Second high score in the five-man competition was made by the Governors of Springfield who piled up a grand total of 2897 with a handicap of 501 pins

and took second money, \$29.81. Tulsa Revising Bureau tied the Oil Field Special of Springfield for the third highest five-man score, each team making a grand total three-game score of 2870. The Tulsa quintet's handicap was 678 and the Oil Field Special's was 648. Each of these two teams received \$14.51 in prize money. The Springfield St. Louisans took fifth place in the five-man division with a grand total three-game score of 2869, including a 465-pin handicap and won \$11.61.

In capturing second prize in the doubles, Steele and Skinner ran up a total score of 1231 with a handicap of 168 and took an award of \$14.51. Steele was captain of the Springfield Governors and Skinner a member of the Ozark Limited team. Thompson and Fuerst of the Springfield Blue Bonnet team were third with a total of 1230 in three games using a handicap of 267 and won \$8.71. Fourth place was taken by G. Miller and L. Harper of Tulsa with a score of 1220 which included a handicap of 336. They won \$5.80. Fifth place, which was awarded the same price as fourth, was won by C. Smith and R. Gilbert of Springfield, who shot a three-game grand total of 1208 using a handicap of 177 pins.

J. Sachen, a Kansas City team captain, and J. Valleroy of the Seventh street freight office in St. Louis, tied for second place in the singles, each making a grand total 30-frame score of 664. Sachen's handicap was 63 and Valleroy's was 96. Sachen made his score on the first evening of the meet and Valleroy shot his score which tied it on the second afternoon. Second and third money was split equally between them, each receiving \$6.96. Wm. Bedford, also of the St. Louis Seventh street freight station, took fourth money, making a three-game total score of 660 with a handicap of 84. J. LeCompte, of the Springfield Sunnysland team, was fifth. LeCompte did some of the most sensational bowling of the meet in his second game of the singles when he shot a brilliant 277 for the one game. His first and third games, however, were considerably short of this mark, giving him a total of 660 with a 12-pin handicap. Fourth and fifth places in the singles each received \$3.48.

H. Miller, of the West Tulsa team, scored a total of 1914 with a handicap of 504 for second money in the all-



The bowling champions of Frisco Lines who won their laurels in the first annual all-Frisco tournament in Springfield, May 10, 11 and 12, appear in the photos above. At top, appears the quintet of stellar pinmen of the Kansas City Florida-Special team, a Springfield aggregation. They won top honors in the five-man team competition. In the bottom row appear Wm. Craig, J. McCoy, captain, and M. DeNoon. In the rear are H. Hayes and J. D. Dolson. The photo at left below is Claude King, who paired with G. C. LeFevre, center, in winning the doubles event. They piled up a grand total score of 1253. King is a member of the Springfield Governors team, and LeFevre represented the West Tulsa aggregation. At the right is a picture of George M. Forrester of Springfield, who shot a thirty frame 692 to win first place in the singles. Mr. Forrester, also a Springfieldian, is a member of the Governors team.

event competition and received \$5.81. Third high score in this division was made by W. Skinner of the Ozark Limited team of Springfield. He rolled up a grand total score of 1884 with a 243-pin handicap and won \$2.48. Fourth and fifth places in all events went to G. M. Forrester, member of the Chadwick Limited aggregation who captured the singles, and to Peterson of the Springfield Blue Bonnet quintet, respectively. Forrester's total was 1876 with a handicap of 342 pins and Peterson's total score was 1870 with a handicap of 270. Each of these bowlers received the same amount in prize money, \$2.32.

The tournament began promptly according to schedule at 2:00 p. m. on May 10, and proceeded without a hitch under the capable officiating of Carl Smith and L. D. Tully. Bowlers were in the alleys until after midnight on

the first day, in order to allow some of the men to return home that evening or on the morning of the 11th. Nearly all the Kansas City aggregation returned the night of the 10th as did a large portion of the St. Louis pinmen. All of the five-man teams had finished bowling by 5 o'clock on the afternoon of May 11, and the doubles and singles were finished on the evening of May 12.

The crowd of onlookers was especially large on the evening of May 10 and the afternoon of the 11th. Springfield employees proved to be splendid hosts to the out-of-town bowlers, meeting trains and showing the visitors to hotels, and visitors were provided with cards which entitled them to sandwiches and drinks at the lunch counter in the bowling alley through the courtesy of the Springfield Frisco Men's Club. The

entire tournament was a decided success, it was agreed by all connected with it. It brought to light a great deal of bowling talent and provided an excellent opportunity for the cementing of employe contacts and many a friendship and acquaintance was formed in Springfield during this meet to the tune of the tumbling pins.

Total receipts from the tournament amounted to \$246.75 and the total expenses were \$14.60, leaving \$232.15 to be divided among the different prize winners. It was divided as follows: 50 per cent to the five-man events, 25 per cent to the doubles, 15 per cent to the singles and 10 per cent to the all-event men. Of the amounts allotted to each event, 40 per cent went to first place, 25 per cent to second, 15 per cent to third and 10 per cent to each fourth and fifth places.

# FRISCO FIRE BRIGADES ARE EFFICIENT

**B**LASTS from a shop whistle do not always mean quitting time.

They sometimes mean that a fire alarm has been given.

And that fire alarm is answered, not by the well known red hook-and-ladder, but by the Frisco's own fireman, organized at each of the shops for their protection against fires. While the "run" to the fire may not be made with high powered motor cars, these overalled shop employees have proven that the fire fighting brigade at each of the shops need only the signal to display their speed and efficiency.

While these brigades are located at the various shops over the system, there are three at the Springfield shops comprised of a total of fifty-two men, each organized under a fire chief. Monthly drills keep them in trim.

The system of having a company fire brigade was inaugurated at the West Shop on a small scale in 1910, according to J. P. Hurley, chief engineer of the shops and the first fire chief and the presiding one. The West Shops is outside the city limits of Springfield, with no fire protection whatever by the city fire department, and here is located the largest of the Springfield company fire brigades.

The men who belong to the fire brigade are chosen because they live within close proximity of the shops, and are subject to call, night and day. These men have proven that they can answer a fire alarm within record time, even though they are off duty.

In October the Creosote plant caught on fire at 2:00 o'clock in the morning, and within the space of ten to twelve minutes the fire brigade had water spouting from the hose and the fire well under control. Every man who is a member of the brigade is paid for five working hours per every call made in the interest of the company after working hours. They are also paid one day's pay each month for drills, and Mr. Hurley says they have one or two each month.

The shops, scattered over several acres of ground, are well protected by fire plugs at convenient intervals. When the exact location of the fire is ascertained, the men are notified by certain blasts of the whistle. Each is thoroughly conversant with the code, and Mr. Hurley states that within a minute and a half he can

## *Springfield Shop Units Man Equipment in Two Minutes at Recent Test*

have his entire crew of 36 men spraying water over the fire from twelve hose carts. There is, in the fire fighting equipment of the West Shop brigade, 7,000 feet of hose, on twelve carts with 500 feet to a cart. The pumps at this shop are capable of taking care of 4,000 gallons of water a minute at 130 pounds pressure. The work of laying a new ten inch main and also a new six inch main to various buildings is now under way.

To demonstrate the efficiency of his force of fire fighters, Mr. Hurley gave the signal—there were several shrill blasts from the whistle and thirty-six men came pouring out of the various buildings, manned the hose carts, each with his duty thoroughly understood and within a minute and a half streams of water were thrown over the building.

Mr. Hurley has his men organized in a splendid manner and he is lavish in his praise of their efficiency. He spoke particularly of a colored contingent whom he has assigned the general lumber yard and he says that they are among the most speedy of the entire 36 men.

From the West Shops, a trip was made to the Reclamation Plant, where the buildings are older and due to the commodities stored, such as waste paper, there is a little greater hazard.

Mr. E. E. McMahon, a machinist, first class, is the fire chief and has been since 1920. The fire brigade was inaugurated at this shop in 1918, with Mr. Wm. Conklin as first fire chief. This shop, within the city limits receives protection of the City Fire Department and there is a smaller force of seven men on the company fire brigade. The fire equipment consists of two carts and 1,000 feet of hose.

There have been several fires at the Reclamation Plant which have put the fire fighting brigade to the test and they have proved their ability in manning the carts and checking the flames.

In 1925, a building used for storing miscellaneous scrap paper burned. The fire brigade was off duty, but

reached the grounds in record time and saved the surrounding buildings. The most recent fire was in 1927 when the coach shop burned. The fire broke out in the early morning—the whistle was blown and within eighteen minutes the members of the brigade had arrived and had water going over the remaining buildings. They arrived on the scene before the city fire department had reached the ground and already had the other buildings protected.

The Missouri Pacific roundhouse near the Reclamation Plant. Some time ago a small fire broke out in the two-stall buildings and the Reclamation Plant fire brigade was called and promptly put it out. A car of merchandise on Missouri Pacific tracks also called them out one night, and in their usual efficient manner, they soon had it under control with but little damage. Mr. McMahon treasures a letter from the superintendent of the Missouri Pacific commending the fire brigade for their prompt action.

Wishing to demonstrate the speed of the Reclamation Plant men, Mr. McMahon gave the signal and the men made a record of a minute and a half from the time the whistle was blown until the water was spouting through the hose and onto the shop building.

The North Shop, also protected by the city fire department, consists of a force of nine men, with Mr. Sherman Ellis serving as fire chief. Mr. Ellis, besides drilling his men to answer fire alarms at the proper points has instructed each of them in methods of resuscitation. Fire drills at the North Shop are held once a month, but when Mr. Ellis was first instructing his men to answer them the drills were given twice a week. No serious fires have occurred at the North Shop and only an occasional small fire in the roundhouse. Not long ago a flue from a stove in the boiler shop caught on fire, and it was extinguished in short order by the use of a fire extinguisher, however the fire brigade were present with the equipment in case it was needed.

This system of protecting the shops has been worked out to such fine precision, that it is an eye-opener to the person not thoroughly conversant with the great organization intricacies of a railroad.



The above photographs were taken of the fire fighting crews at the Reclamation Plant, West Shops and North Shops. Top row, left to right: The thirty-six members of the West Shop fire fighting crew with Mr. J. P. Hurley, serving as Captain; the West Shop crew display their speed in manning the hose at practice drill. Lower two photographs: Mr. E. E. McMahon, standing directly back of the hose car wheel and his crew of fire fighters who protect the Reclamation Plant; Mr. Sherman Ellis, at extreme left, and his crew of men who protect the North Shops.

### HE'S A FRISCO ATHLETE

Wear Schoonover, a Frisco Son, Takes Honors at Arkansas U.

**W**EAR K. SCHOONOVER, 20-year-old son of E. G. Schoonover of Pochontas, Arkansas, local attorney for the Frisco for more than 25 years, made an enviable record at the University of Arkansas, where he was graduated in June.

In addition to being an honor student, he has taken part in all forms of college activities, and has earned letters in football, basketball, baseball, and track, and was placed on several 1929 All-American football teams, including those of the New York Sun and Grantland Rice. He was twice chosen for the second All-American basketball team by College Humor magazine. He was captain of the 1930 basketball team which won its fifth consecutive conference championship, and won all-conference honors for himself in 1928, 1929 and 1930.



WEAR K. SCHOONOVER

senior class, president of the varsity "A" club, a member of Skull and Torch an honorary scholastic fraternity, president of Blue Key, a national organization of outstanding University men, and of numerous clubs and organizations on the campus. In 1929, he was voted the most outstanding student at the University by all the professors and was presented with a genuine Razorback hog, the official mascot of the Arkansas athletic teams.

He was recently granted a month's leave of absence by the institution to go to Hollywood, California to appear in a movie production of Warner Brothers featuring All-American football players.

Schoonover plans to enter the Law School of the University of Michigan in September and upon graduation hopes to be associated with his father and brother in the practice of law at Pochontas.

The chief center for platinum is in Ekaterinburg in the Ural Mountains.

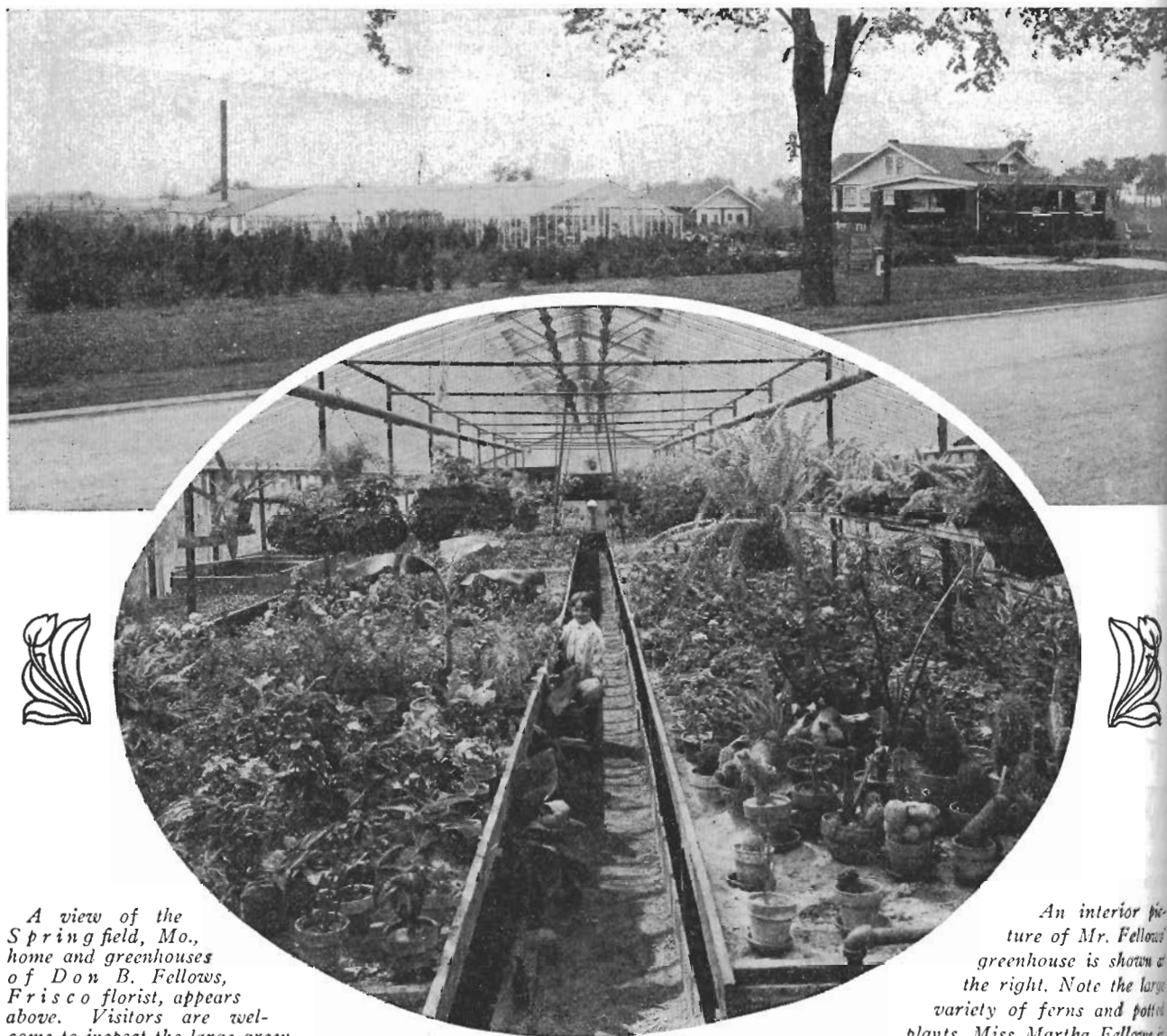


# HE RAISES FLOWERS FOR FRISCO LINES

SIT in a comfortable rocker, on the west side of the porch, where the cool breeze of summer gently fans you. Glance into the garden where the deep red roses sway in the breeze, where the zinnias lift their haughty heads to the sun and the

## *Don Fellows Maintains Large Greenhouse in Springfield, Mo., to Supply Frisco Orders*

B. Fellows, at Springfield, Mo. but they are now located at the various stations along Frisco Lines, where they will blossom to individual gardens, riots of color, plots of beauty, for their own townspeople and as a greeting of loveliness for patrons of



*A view of the Springfield, Mo., home and greenhouses of Don B. Fellows, Frisco florist, appears above. Visitors are welcome to inspect the large greenhouse at any time during the day.*

*An interior picture of Mr. Fellows' greenhouse is shown at the right. Note the large variety of ferns and potted plants. Miss Martha Fellows is the attractive "center-piece."*

butterflies flit hither and yon to the droning melody of the big black bee.

With this garden in mind, close your eyes and picture for a moment, a huge garden, with 18,900 rose bushes, all aglow with gorgeous big roses of varied hues; 1,000 apple trees, with fragrant blossoms bending their heavy laden boughs; 24,000 tulips, cannas,

dahlias, elephant ears and gladioli; 97,384 evergreens, with 240 catalpa trees of pale green color sprinkled here and there, and around the border of this immense garden, 52,760 hedge plants.

At one time all of these plants, shrubs, and bulbs were housed at the greenhouse of the Frisco Florist, Don

Frisco Lines.

The flower program on Frisco Lines has become immense and it grew out of the hobby of a Frisco employee. Since boyhood Don Fellows has been interested in flowers. He used to plant the little flower garden for his mother when he was a youngster. As

*(Now turn to page 24, please)*

## Special Parties Praise Frisco Lines for Courtesy and Service



A merry party of Delco light salesmen, who traveled from Fort Worth to St. Louis aboard the Texas Special of Frisco Lines, en route to their annual convention in Chicago during April, appear directly above. The photograph was made at Fort Worth just before the members of the party boarded their special Pullman. Many compliments were paid the Frisco on the excellence of the service. The forty persons who made the trip, also returned via the Texas Special from St. Louis.



Railroad Tie Producers to Memphis for their annual convention. President Kurn met the convention at one of its business sessions. As usual, the tie men voted Frisco service excellent.

The oval photograph brings the famed Texas Special again into prominence, this time as the train chosen by the musical supervisors and students of Fort Worth as the ideal train to convey them to Chicago for the nation-wide musical contest in April. The young man standing under the word "Kansas" is Sproesser Wynn of Fort Worth who won the Horn Scholarship at the Chicago contest, over horn instrumentalists from all over the United States. The picture was taken at Ft. Worth. This group, too, wrote Frisco Lines a letter commending its service and the courtesy of its employees.

The Magazine thanks Mr. Roscoe Hobbs, president of the Hobbs Tie Co., for the picture at the right above, taken at the rear of the Sunnysland just before it left St. Louis on April 29, bearing members of the National Association of

the Horn Scholarship at the Chicago contest, over horn instrumentalists from all over the United States. The picture was taken at Ft. Worth. This group, too, wrote Frisco Lines a letter commending its service and the courtesy of its employees.

### DECREASE CAR DAMAGE 26% Remarkable Record in Careful Handling Made First Four Months

**P**ROTECT cars from damage by rough handling," must be the thought that is constantly uppermost in the minds of nearly all Frisco employees whose work has to do with the handling of cars. At any rate it was uppermost in the minds of enough of them during the first four months of 1930 to reduce the number of cars damaged 26.2 per cent over the same period of last year, according to the figures in the report on this subject issued by the office of the car accountant, Springfield, Mo., May 7. The decrease in the monetary amount of this damage was 47.0 per cent.

The per cent of increase in the number of cars handled per car damaged was 39.4 per cent as compared with the first four months of last year, and the per cent of decrease in the amount of damage per car handled was 45.0 per cent for the first four months of this year, compared with the first four months of last year.

Central division ranks first among divisions. No cars have been dam-

aged on this division during the first four months of this year. Eastern division is ranked second in the report. Four cars have been damaged on this division out of the 258,299 handled, more than twice the 124,628 that were handled on Central division. Southwestern division receives the rank of third in this report. A total of 329,638 cars were handled on this division during the first four months and eight of them were damaged.

On Texas Lines 8 cars were damaged out of the 43,013 handled. During the same four months in 1929, a total of 47,657 cars were handled and seven of them were damaged. During the same period in 1928, eleven cars were damaged out of the 48,246 that were handled.

Among the terminals, Springfield, Mo. was first, handling 235,777 cars and damaging two of them. Birmingham was second during this four-month period, damaging six cars out of the 240,016 that were handled there. Tulsa was third, having damaged 11 cars of the 287,701 handled there during the first four months of the year.

The name "Europe" has been in use for more than 2,500 years.

### "MERRILY WE ROLL—"

The examples of rapid handling given below explain why Frisco Lines has the continued preference of shippers and why the hire of equipment accounts nearly always tells a cheerful story.

Car SF 169,761, loaded with seed corn and soy beans and consigned to the Springfield Seed Company, Springfield, Mo., was billed by the Sikes-McMullin Grain Company, McMullin, Mo., on the afternoon of April 17. The next evening at 9:30 this car arrived in Springfield and was set out to the consignee on the morning of the 19th of April.

At 3:15 a. m. on March 14, car C&S 14,470, loaded with horses for Merriam, Kan., was received from the CB&Q at Kansas City yards. It went out on the main line local and was in the Rosedale yards at 6:30 a. m. of the same day. This car came back in the main line local arriving at 1:10 p. m. on March 14, and was delivered back empty to the CB&Q at 10:00 p. m. on the same day, performing interchange and making complete road trip movement in less than a twenty-four hour period.



# NEWS of the FRISCO CLUBS

## Chaffee, Mo.

THERE was standing room only in the St. Ambrose School Hall at Chaffee, Mo., on April 25, when members of the Frisco Employees' Club of that city presented the clever one-act comedy, "I Want a Divorce." It was one of the most successful entertainments presented to the public by that club.

The scene of the play is laid in the law offices of Herman Van Dergander and August Loudenspouter. The part of Herman is taken by Bob Gelsike, timekeeper, and August is portrayed by Marion Gisi, assistant chief clerk. On the wall is a conspicuous sign which reads "Divorces a Specialty."

Into the scene comes Ethel Burton, who demands that August Loudenspouter secure her a divorce. Shortly after George Burton arrives and demands of Herman Van Dergander that he secure him a divorce. The wife charges that her husband called her a roundhead, and the husband says the wife called him a square head. After the two attorneys have collected their retainer's fee, they proceed to patch up the matrimonial trouble between the Burtons, and the husband and wife leave with their arms around one another. Miss Leota Friend takes the part of the wife and Norman Matthews, the husband.

But the troubles of these two lawyers are not over, for immediately upon the departure of the Burtons, Tinsel Flippy, colored, and her "good fo' nothin' husband", Samuel, apply for a divorce. Samuel is instituting the proceedings. Upon finding that he must pay his wife \$25.00 a week alimony and also find a job and cease to be a financial burden to her, he decides that it will be better to go along on the old plan and carry and deliver the washing for his wife, who is the provider.

The last couple to come into the office are the son and daughter of the two attorneys, newlyweds. The two fathers settle the trouble between the two by a good old-fashioned spanking. They leave the office, arm in arm.

The curtain goes down on the two lawyers pointing to the sign "DIVORCES A SPECIALTY."

The parts of the son and daughter are taken by Norbert Spalding and Glenna Fay Kay, car department and roundhouse employees. The play

evoked many laughs and made a decided hit with the audience.

Prior to the play, which was the feature attraction, there were several numbers presented, the first, a group of songs by Mr. Bill LeSieur, the singing, yodeling, guitar-playing brakeman, which were well received. Weinman Sarus, son of the agent at Chaffee, furnished an innovation when he skillfully gave a chalk talk, presenting such well-known figures in railroad life, as the engineer, the caller, the agent, and others, to the amusement of the audience. "Frisco Land," the Frisco song composed by Mr. Clyde Fuller of Springfield, was delightfully presented by the Misses Sadie Mitchell and Essie Reno of Hayti, accompanied by Mrs. Janice Morgan. Mr. Wm. Lowry of Hayti gave two vocal selections, and received an encore. Little Miss Beverly Ann Morgan, the five-year-old daughter of Mr. Wm. Morgan of the agent's office, was a feature attraction on the program. Accompanied at the piano by her mother, she sang "I'm Painting the Clouds With Sunshine." She showed rare stage presence and a lovely voice, and received a round of applause. Miss Elizabeth Finney, daughter of Dr. Finney of Chaffee, gave the delightful reading, "The Proper Impressions."

The Frisco String Band of Chaffee entertained before the program with a group of well-known songs.

## Kansas City, Mo.

The meeting of the Frisco Sunnyland Club of Kansas City, Mo., held May 6, was marked by an instructive and inspiring program of talks and music.

The visiting speakers at this meeting were the Rev. Burch of a local church and Chaplain Allen of Fort Leavenworth, Kan. Talks were also made by George F. Macgregor, traffic manager, Roy Salsman of the mechanical department and J. Fraucul of the transportation department. The meeting was concluded with several songs by Mrs. Burch. It was decided that the next Kansas City Club meeting should be held some time in June and that it should be a joint meeting of the Sunnyland Club and the Ladies' Auxilliary.

The May social function of the Sunnyland Club was a dance held in Drexel Hall on May 2 for the benefit

of the baseball team. Approximately 400 were in attendance.

A feature of this affair was the light dance which was dedicated to J. W. Skaggs, superintendent of terminal, in recognition of the Kansas City terminal winning the Accident Prevention Cup for the first quarter of 1930. A short program of entertainment preceded the dancing this meeting.

## Girls' Club, St. Louis, Mo.

A varied program, comprised speeches, music, and a discussion solicitation, featured the luncheon of the Frisco Girls' Club of St. Louis, Mo., held April 28. About 125 were in attendance.

Col. Robert E. Lee of St. Louis was the principal speaker and gave an inspiring talk which was liberally interspersed with interesting and humorous anecdotes. Col. Lee was introduced by Mr. R. V. Cooper. Miss Bernice Crane, a sister of Miss Mary and Melba Crane of the recreation department, sang several songs. She was accompanied by Miss Emily Sparks. The remainder of the meeting was devoted to a solicitation discussion, Miss Lydia Peterson, president of the club, calling attention therein to her recent letter, which explained a plan of giving prizes for tips or business secured by members. All members were urged to give their best efforts to solicitation work.

## Sapulpa, Okla.

The business and social meeting of the Frisco Employees' Club of Sapulpa, Okla., held April 14, was featured by interesting talks and an attendance of seventy members.

J. A. Hutchison, assistant superintendent, one of the chief speakers, dwelt principally on securing the summer vacation passengers. He urged everyone to inquire among their friends to see if he could induce them to spend their vacations at points on or near Frisco Lines. J. R. Deane, agent at Sapulpa, also made a talk in which he outlined the duties of a solicitation committee, which was appointed there recently.

E. L. Hill, assistant superintendent, addressed the meeting, telling the present of the recent activities of the Oklahoma City Club and extending an invitation for all to attend the meeting at Oklahoma City. Miss Virginia Gilbert gave several vocal numbers.

accompanied on the piano by Miss Ella Thrasher. John Stroud, president of the club, concluded the meeting at 9:45 p. m. with a brief talk in which he expressed his appreciation of the large attendance.

### Men's Club, St. Louis, Mo.

The Frisco Men's Club of St. Louis, famed for its lively and inspiring programs, upheld this reputation at its luncheon held in the ball room of Hotel Statler, April 29. Approximately 250 members and guests were in attendance.

The speakers at this luncheon were Dr. Max Starkloff, who has been health commissioner of St. Louis since 1895—the oldest health commissioner in America—and J. B. Shryer, production manager of the International Shoe Company. Dr. Starkloff dealt with means of preserving health in his talk. He urged vaccination against all preventable diseases and periodic physical examinations for workers. He stated that one person dies each minute in the United States from a preventable disease.

Following the speeches, the Vagabond Trio, radio entertainers from Station KM-OK, who appeared at the luncheon

through the courtesy of Anheuser-Busch, Inc., gave several numbers. The program was concluded with readings and impersonations by Chester Gruber, known to radio listeners as Tony Cabooch. Miss Mildred Douglas, world's champion horsewoman, who was in St. Louis with the Photo Circus and who attended the luncheon as the guest of Uncle Charley Baltzell, made a brief talk. Bob Anslyn's Orchestra furnished music during the meal.

### Blackwell, Okla.

A large number of Frisco employees from Enid, Peckam, Wilmot, Latham

and Floral assembled in the Blackwell Municipal Park on Easter Sunday for a picnic sponsored by the members of the Blackwell Frisco Employees' Club.

An Easter Egg hunt was the principal entertainment feature of the morning. Following the hunt, all gathered for a basket dinner and after the dinner, horseshoe pitching contests claimed the attention of nearly all the picnickers. The day was climaxed with a baseball game between teams chosen from the crowd

The meeting of this club, held April 30 in the office of P. W. Conley, superintendent of terminals, was devoted to a report on solicitation work and planning a picnic. A number of sizable items of traffic had been secured by members, it was reported. The following had obtained shipments or passengers: W. A. Gale, J. T. McNamara, Thomas O'Toole and John Daniels. A number of possible sites for the picnic were discussed, but a definite decision on this matter was postponed until a later date.



A photograph of the Frisco string band of Chaffee, Mo., appears above. They are, reading from left to right (standing), Oliver Scheetz, piano; Ernest Sneed, violin; Geo. Scheetz, violin, and leader; and Fred Slayden, mandolin. Seated, D. T. Wells, conductor (considered one of the best square dance callers near Chaffee); G. W. Montgomery, banjo, and W. F. Houseman, guitar. Mr. J. C. Hampton, the bass fiddle player, was out of town and unable to appear in the picture. The band has just finished an engagement broadcasting over KFVS, and they received many compliments on their selections.

with no effort made to have teams represent particular towns. The next meeting of the Blackwell Club was set for May 12.

### St. Louis Terminals

Among the clubs that are achieving success in every line of club activity is the Frisco Employees' Club of the St. Louis Terminals. All of this organization's recent social functions have been excellent and the club members are getting good results from their solicitation efforts. The club has a high percentage of employee membership and a large balance in its treasury.

### Jonesboro, Ark.

The Frisco Employees' Club of Jonesboro, Ark., held a brief business meeting April 19 which was devoted principally to discussing a proposed club fishing trip.

The making of definite arrangements for the trip were postponed to a later date and the matter of sending representatives to Pensacola with the members of the Thayer club who planned to make a trip there about May 9 was discussed. It was decided that all who take the time from work should make the trip and several members present volunteered to assist in making up the time lost by those who went.

### Okmulgee, Okla.

The Frisco Employees' Club of Okmulgee, Okla., held its first social meeting of 1930 on May 5. More than a hundred were in attendance and all spent a delightful evening playing bridge and dancing. H. F. DeLozier, traveling freight and passenger agent, was a visitor at this meeting. A program of dance numbers by the Okmulgee High School Orchestra was presented at the meeting, one of the most amusing features of which was a tap dancer's imitation of a Frisco train coming into Okmulgee.

The first 1930 business session of the Okmulgee club was held April 28 and the election of officers constitute the bulk of the business transacted. H. T. Wood was elected president and R. H. Bean, vice-president. Miss Juliet Baskett was chosen secretary-treasurer. Following the election, short talks, dealing chiefly with solicitation work, were made by C. A. Brundidge, general agent and Mr. Wood. A committee to arrange the social meeting of May 5 was appointed at this meeting.

### Wichita, Kans.

The outstanding talks which were made at the meeting of the Frisco Employees' Air Capital Club of Wichita, Kan., held May 13, made this meeting well worth the while of the thirty-seven members who attended.

L. L. "Stormy" Stevens, switch engineer, was the speaker of the evening. He emphasized that it is the duty of every Frisco employee to co-operate to his utmost with others in the employe of the company so that the Frisco may at all times be known for its excellent service. H. A. Baker, Jr., city solicitor for Frisco Lines at Wichita, brought out some especially helpful information in his talk, regarding the Wichita-Denver passenger schedules. The trip to Denver, he said, is about two hours shorter by way of the Frisco to Ellsworth and thence to Denver by Union Pacific than by any other route and is also somewhat cheaper.

Talks on solicitation were also made by Mr. Kelly, section foreman, and E. J. Immele, chief clerk to A. G. F. and P. A. A. P. Habberthier, delivery clerk, called the attention of the meeting to a new company that is starting at Wichita, the Dr. Pepper Company. Attention was also called in the meeting to the spur which was started recently to serve the new building which the Kansas Gas and Electric Company is erecting at a cost of approximately \$4,000,000.

The Frisco Employees' Air Capital Club of Wichita, Kan., scored another hit with the social meeting which they held on the evening of April 29. Approximately seventy-five members attended, bringing their families and friends with them.

The evening was devoted to a program of card games, dancing and musical numbers. The musical numbers were given by Misses Florence and Pauline Cloud. Mr. E. E. Carter, assistant superintendent, Neodesha, Kan., was a visitor at this meeting. Refreshments were served at the close of the evening.

### Clinton, Mo.

The meeting of the Frisco Employees' Club of Clinton, Mo., was devoted principally to planning a picnic to be held on or about May 10. Eight members were in attendance.

An entertainment committee, to co-operate with the members of the Ladies' Auxilliary in making arrangements for the picnic was appointed.



*Bill LeSieur is the Frisco's singing, modeling, guitar-playing brakeman. He has been with the Frisco one year, and prior to his employment with this company, he sang in theaters and has broadcast over radio stations in St. Louis, Detroit, Memphis, Nashville, Hot Springs, Blytheville, Cape Girardeau, Shreveport, and Hayti.*

The following comprised it: F. L. Long, Wm. Balke, W. S. Graham, L. W. Crotty, C. A. Rutherford and C. D. Wilson. Following this discussion, the question of motor truck competition was brought up and a number of suggestions were made as to how this competition could best be met.

### Willow Springs, Mo.

The Frisco Employees' Club of Willow Springs, Mo., held a brief business meeting May 13, which was attended by fourteen members and one visitor, W. G. Cook, of Jonesboro, Ark., who was the chief speaker. The service given by the Frisco and its employes was the subject with which Mr. Cook dealt in his talk. The next meeting of the club was set for June tenth.

### Ladies' Auxiliary, Kansas City, Mo.

The Ladies' Auxilliary to the Frisco Sunnyland Club of Kansas City had an enjoyable party on May 6, as guests of Mesdames McCarty, Santry, Breedlove, Finn and Sartin.

Pinochle and bridge were enjoyed by those present, Mesdames King and McMullan winning the pinochle prizes and Mesdames McCaffry and Howard the bridge prizes.

The next meeting of the Auxilliary will be held on June 3, when a good attendance is expected.

### Amory, Miss.

The greater part of the energy and attention of the Frisco Employees' Club of Amory, Miss., is being claimed by baseball just now. This club is actively sponsoring the formation of a baseball league to be composed of Amory and five neighboring towns and is bending its every effort to see that Amory has a team which will win a prominent place in that league. The neighboring towns under consideration for the league are Columbus, Macon, Starksville, Tupelo and West Point.

The club has enlisted the services of the Amory High School baseball coach and he is corresponding with the various towns with a view of perfecting league organization and scheduling games. The proposed league will be made up of teams comprised of non-professional players, the players being rewarded for their services only by participation in a division of the gate receipts. The schedule which is being sent to the towns for ratification provides for three games a week if all of the six towns interested join the league. The club plans to furnish the uniforms and part of the equipment for the Amory team; this material to be returned at the end of the season and the town has consented to allow the teams the use of the city ball park. The Amory High School will allow the local and visiting teams to use its showers and dressing rooms.

It is planned that the Amory team, in addition to playing three league games each week, will also play Frisco teams from Memphis, Birmingham, Pensacola, Thayer and other points, and some consideration has been given to the matter of having a Southern Division Day at Amory this summer, on which occasion a special schedule will be played, possibly having a game between visiting teams in the morning and a game between Amory and the winner in the afternoon. In case this plan is carried out, elaborate arrangements will be made for the day, with special trains bringing the out-of-town visitors, a basket dinner for all in the Amory park and possibly a street dance in the evening.

Advices from other towns in the proposed league indicate that plans are coming along splendidly, and from the present outlook, there will be wide local support for the Amory

team. The Amory Kiwanis Club has assured the Employees' Club of its cooperation and many of the business men there have heartily agreed to back the team. There is a movement on foot in Amory for the closing of business houses on one afternoon of each week and in case this plan is consummated, effort will be made to have these afternoons coincide with the dates of the Amory team's home games. A large number of Frisco employees plan to try out for the Amory team.

### Henryetta, Okla.

The business session of the Frisco Employees' Club of Henryetta, Okla., held May 13, was attended by about 5 members and one visitor, H. F. De Lozier, traveling freight and passenger agent.

A very wholehearted discussion of business and solicitation constituted a large portion of the program. All in attendance expressed a determination to see that Frisco Lines obtained all possible shipments and passengers. Plans were made to have a large attendance of both employees and shippers at the next meeting of the club.

### Springfield, Mo.

One of the largest and most enthusiastic meetings in the history of the Frisco club organizations in Springfield was held on the evening of May 12, when the Frisco Men's and Girls' Clubs joined in a "Strawberry Festival", which was held on the lawn of the Frisco office building there. The attendance of more than six hundred included a number of out-of-town visitors, among whom were S. S. Butler, general traffic manager, W. L. Hoggins, Jr., director of publicity, and C. H. Baltzell, special representative of the general manager's office, all from St. Louis.

The entertainment program was begun with several trumpet selections by Wayne Young, accompanied by Bert Burman. Sammy Lemon, small member of the Springfield Boy Scout Band, gave several piccolo solos, accompanied by his sister, Miss Beulah Lemon.

Dr. J. E. Cox, professor of English at Drury College, of Springfield was the speaker of the evening. He dealt principally with the value of club work and particularly with the prominent part the Frisco clubs play in the Springfield community. Following Prof. Cox's address, J. W. Long, a Frisco dispatcher of Springfield, entertained with several yodeling numbers. The meeting was concluded with the serving of Ozark strawberries and cake.

### Memphis, Tenn.

Reading a report of a meeting of the Greater Traffic Committee of the Memphis Frisco Employees' Club is a matter of reading a list of items of traffic secured and a list of prospective traffic items which members of the club have a good chance of securing.

At the meeting held May 14 in the Memphis local freight office the following

"IT'S THE LITTLE TIP THAT GETS THE BIG HAUL"



following reported the securing of business, tips, or both: H. D. Robertson, route clerk, S. L. Oliver, J. F. Wright, chief bill clerk, D. E. Creeden, disposition clerk, H. S. Crothers, expense clerk, J. L. Scruggs, switchman, B. S. Linville, night chief clerk, C. C. Wright, check and receiving clerk, F. T. Stroud, clerk, A. E. Elliott, platform foreman, N. R. Walker, check and receiving clerk, Gordon Robertson, cashier, H. A. Markham, interchange clerk, B. C. Scruggs, assistant cashier, T. E. Bagwell, rate clerk, W. W. Humphrey, switch order clerk, and W. F. Corkery. The next meeting was set for the second Wednesday in June.

### Oklahoma City, Okla.

Even the good attendance that has marked the past meetings of the Frisco Employees' Club of Oklahoma City was surpassed when on April 30 more than 453 employees, officials and guests turned out to the regular business and social meeting of that club.

A. B. Smith, president of the club, opened the meeting with a brief business session in which he called attention to the splendid report on the solicitation activities of the past month.

The program of entertainment at this meeting consisted chiefly of musical selections by Mr. Carl Klepzig, clarinetist, and his father, Mr. Rudolph Klepzig, pianist. The Oklahoma Railway Quartette gave several clever selections. E. E. Hall, assistant superintendent, introduced the

honor guests from the Auxiliary to the Conductors. Among them were the following: Mrs. Agnes Whelan, their past grand president, Mrs. M. Dellis, grand musician and representatives from Arkansas City, Sapulpa; Shawnee, El Reno and Denison. Dancing to music by the Sunset Six began at 9:00 p. m.

### Blytheville, Ark.

Election of officers constituted the principal business at the meeting of the Frisco Employees' Club of Blytheville, Ark., held May 15. About sixteen members were in attendance.

F. W. Carlock was elected to the presidency of the club and I. H. Capshaw was chosen vice-president. Miss Martha Reynolds was elected secretary-treasurer. A committee to plan a meeting to be held June 5 was appointed. It was comprised of the following: M. T. Moon, G. D. Gorham and L. P. Davis.

### Thayer, Mo.

The two matters that have been claiming almost the undivided attention of the Frisco Employees' Club of Thayer, Mo., recently are, the securing of more business for Frisco Lines and the maintaining of a high standard of service to shippers. In the meeting of that club held May 12, these subjects came in for the greater part of the discussion with all present contributing reports and suggestions.

Following this discussion, plans for a Fourth of July picnic were brought up and a committee was appointed to meet with a group of Thayer citizens for the purpose of getting the cooperation of the townspeople on this occasion. The meeting was concluded with the serving of refreshments.

### Neodesha, Kans.

There are many evidences that the Neodesha Frisco Employees' Club never gives local business firms a chance to forget the importance of railroads to that community, but probably the most striking proof of this, that has come to light recently, is the resolution passed by the Neodesha Retail Credit Association. The resolution read, in effect, as follows: "The shipping of merchandise by railroad instead of by other means of transportation is urged by this Association. The railroads who serve this community splendidly employ many local people and, consequently, are entitled to all the business that can be given them here. All local business houses are asked to concur in this movement."

In view of the Retail Credit Association's friendly stand, the Neodesha



## THAYER, MO.

Believing that a greater familiarity with the system would be an asset to its members, both in performing their daily duties and in their solicitation work, the Frisco Employees' Club of Thayer, Mo., provided an opportunity for Thayer employees as well as employees from Jonesboro and Willow Springs to become familiar with a large portion of the lines by arranging an employee excursion to Pensacola, Fla. This trip was begun on the evening of May 16 when the happy group of 50 excursionists entrained at Thayer in a special pullman.

Special rates were given on spaces in the pullman to employees and members of employees' families and arrangements were made for the car to be parked during the stay in Pensacola so that the excursionists might sleep in it the nights they were there. The car was taken to Pensacola in Train 107 and upon arrival in Pensacola, on May 17, the group immediately began sight-seeing trips which took in all parts of Pensacola, including the Naval Air Station and Fort Barrancas. Especial attention was given on these trips to inspection of the Frisco facilities there—the coal tipples, Frisco docks, roundhouse and shops. They spent the afternoon of their first day there at Gulf Beach and in the evening enjoyed a sea-food dinner, after which they danced at Sander's Beach. The second morning was spent in making a boat trip around the bay and into the gulf and in the afternoon they were entertained by a baseball game. That evening they boarded the Sunnyland for their return trip.

All who made the trip expressed themselves as believing it well worth the time and money expended. Many said that the first hand view of Frisco facilities to tide-water and the Frisco property in Pensacola made the trip worthwhile, had they seen nothing else.

Club, ever alert to further the interests of Frisco Lines, followed it up in a way that perhaps exemplifies new heights to which an employees' club's loyalty can reach. The club took money from its treasury and ran an advertisement in the Neodesha newspaper, calling attention to the service on package freight offered by the Frisco. Following is the text of the ad: "The following service on package freight is offered by Frisco Lines—from Kansas City and Wichita—First day delivery. From St. Louis and Chicago—third day delivery. The Frisco Employees' Club solicits your patronage."

The meeting of the Neodesha Club, held May 13, was devoted to solicitation, with E. E. Carter, assistant su-



The happy group of employees and members of employees' families who took for the above photograph at the entrance to the Frisco passenger station at Pensacola, Fla., on the afternoon of May 17 had just detrained from the special Pullman which the Frisco Employees' Club of Thayer, Missouri, secured in sponsoring an employee excursion to Pensacola for the benefit of Thayer, Willow Springs and Jonesboro employees. The Pullman was taken to Pensacola in Train 107 on May 16. The photograph was taken just before the beginning of the sight-seeing trips and other activities which made this excursion memorable.

perintendent, the chief speaker. A number of members reported tips and business. It was brought out that the Neodesha station showed an increase of \$19,876.32 during April of this year over April of 1929. The next meeting of the club was set for the first Tuesday in June.

## Tulsa, Okla.

An instructive business session and an enjoyable program of entertainment combined to make the meeting of the Frisco Employees' Club of Tulsa, Okla., held May 16, a very worthwhile meeting. Approximately fifty members were present.

Several members reported securing carlots and a number of smaller items and tips were reported also. The program of entertainment was begun by Miss Burkhart, who gave several vocal numbers. Gene Autry, talented young operator of the Southwestern division, sang several songs, playing his own accompaniment on the guitar. At the close of the program, those present spent the remainder of the evening dancing.

## Fort Scott, Kan.

With an attendance of thirty-two members and one visitor at the joint meeting of the Fort Scott Frisco Employees' Club and the Ladies' Auxiliary to that club, held April 11, the keynote of this meeting of these two live-wire organizations was the importance of getting still larger attendance at business sessions.

A captain was appointed from each department to urge the employees of his department to attend meetings,

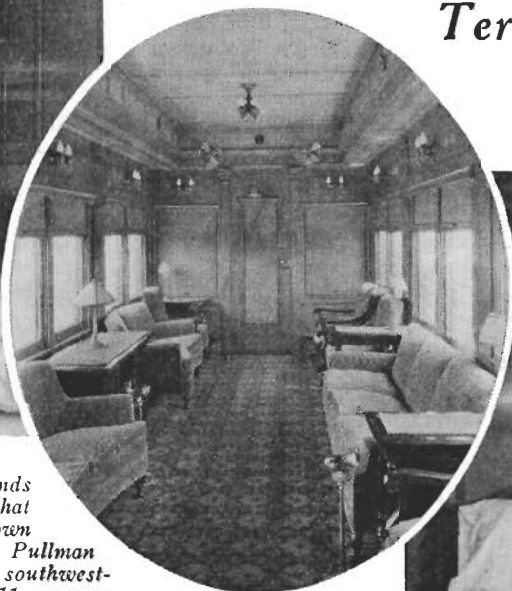
and Mrs. Edith Austin, chief telephone operator, volunteered to call on the various departments on meeting dates and urge all of the employees to attend. She was given a vote of thanks by the clubs. Talks were made by J. W. Slaughter, agent of the Railway Express Company, L. B. Clary, assistant superintendent, W. H. Bevans, superintendent, C. L. Payne, assistant superintendent, E. A. Miller, general agent, B. H. Crossland, of the engineering department, and Mr. Bryant, wife of Wm. Bryant, machinist. The next meeting was set for May 9.

## Amory, Miss.

Just how much the Frisco employees' Club of Amory, Miss., means to its community was shown splendidly at that club's meeting, held May 14, which was attended by approximately 250 local merchants.

Prior to this meeting the club had placed invitations at every business house in town and about sixty percent of the merchants turned out to the meeting. The visitors at this meeting were asked to express freely their attitude toward Frisco Lines and it was very evident that there is a great deal of goodwill among Amory merchants toward the company. All of the business men present promised to instruct their salesmen that they wish their merchandise to come into Amory by rail. To further impress the merchants with the Frisco's value to the community each one present was given a statement showing the amount of the payroll.

## Frisko Introduces Famed Pullman Room Cars To Southwestern Territory—On Meteor May Eleven



Mr. "Young-Man-on-the-Train" finds real shaving comfort as he tackles that morning task in the privacy of his own room-on-wheels on the palatial new Pullman room cars, which were introduced into southwestern territory by Frisco Lines on May 11, as regular equipment on the Meteor. Following that task, he may enter one of the new diners with which the Meteor is equipped, for an excellent breakfast, then return to the lounge section of the room cars (shown in the center picture) for the morning papers. Meantime, in another room on the car, a young lady is having her breakfast served in the privacy of her boudoir, just as she might do at home.

The new cars contain eight rooms, each equipped with spring bed, combination folding washstand and toilet, writing desk, and other features. The lounge section of the car is in "Adam" design, with coloring in dull greens and buff, black and gold. Furniture throughout the car is walnut and floors are covered with newest in carpet designs.

### SAFETY FILM EFFECTIVE

In July, 1929, Mr. Dan Sowers, national director of the American Legion asked Frisco Lines for a suggestion as to how the American Legion could be of co-operative service in accident prevention.

As a result the Frisco Accident Prevention Department secured a film from the Highway Crossing Accident Prevention Committee of the A. R. A. Safety Section. The film was titled "Look, Listen, Live," and twenty films were ordered from the American Railway Association.

The report of the showing has been made and it is found that the film was shown in 53 towns, 938 times in 407 days, and witnessed by 216,151 people. The comments from the public were very favorable. There are at this writing, forty-eight towns that have not reported, and the film was shown nine times by other railroads, including the Missouri Pacific, Rock Pacific and Kansas City Southern. Indeed, Santa Fe, M. K. & T., Union Pacific and others. There are at this time eleven films still on the road.

### WHALE TO SOAP!

Forty Frisco tank cars were called upon to handle an unusual commodity during May. The whale oil steamer Southern Princess arrived in Pensacola on May 7 from the whaling grounds in the Arctic Ocean. Aboard she carried whale oil valued at more than \$1,000,000, and dutiable, incidentally, at the rate of eight cents a gallon. The vessel is of the refinery type, and has compartments for hauling dead whales into the ship, where the reducing process is carried out. The forty tank cars of whale oil were shipped via Frisco Lines to plants of the Proctor and Gamble Company at Kansas City and Cincinnati, where the oil is used in the manufacture of soap.

The film has had a far-reaching effect in presenting the hazard of careless motorists at railroad crossings, and both the railroad and the American Legion feel that the result has been well worth the effort.

### DIRECTORS ELECTED

At the annual meeting of the stockholders of the St. Louis-San Francisco Railway Company, held in St. Louis, May 13, the following directors were elected: Messrs. Leonard D. Adkins of New York City; David P. Bennett of Pittsburgh, Pa.; Donaldson Brown of New York City; E. N. Brown of New York City; W. Frank Carter of St. Louis; Frederick H. Ecker of New York City; George C. Fraser of Morristown, N. J.; Jesse Hirschman of New York City; J. M. Kurn of St. Louis, Mo.; C. W. Michel of New York City; Chas. W. Nichols of New York City; Henry Ruhlender of New York City; Theodore G. Smith of New York City; Alexander P. Stewart of St. Louis, Mo.; Eugene V. R. Thayer of Chicago, Ill.; R. E. Lee Wilson of Wilson, Ark.; H. P. Wright of Kansas City, Mo.

All the Shakespearian plays will shortly be translated and published in Japanese.

## FRISCO GIRL SUCCEEDS

## Ruth E. Martin of Cherokee Wins Musical Honors at College

**F**RIENDS of U. N. Martin, formerly agent at Cherokee, Kan., who died in 1918 while in service, and of his family who survive him, will be gratified to learn of the



RUTH E. MARTIN

wonderful progress of his daughter, Miss Ruth Elaine Martin, is making as a musician.

Undaunted when she found she must earn the money for her education, she began teaching classes in violin, and 'cello and playing in a trio in order to assist in paying her school expenses at Kansas State Teachers' College, Pittsburg, Kan., where she is majoring in music. During the past year she has gone to Fort Scott each Saturday where she taught classes.

The results of this ambitious girl's efforts are clearly evident in the recognition that has been given her in the Tri State contests held in Pittsburg. She has won a number of medals in these contests, recently taking first place in the violin competition against violinists from Kansas City, Joplin, Independence and other cities. Miss Martin plays an important part in all musical activities at Pittsburg. She is concert master of the college orchestra, solo violinist for the men's glee club and second alto in the Women's Club.

## FRISCO GIRL GRADUATES

The group of sweet girl graduates whom you see on the opposite page are all daughters of Frisco employes. Their names, ages and schools follow:

1. Miss Helen Robinson, daughter of J. A. Robinson, operator—Poplar Bluff High School.

2. Miss Clara Galloway, 23, daughter of Leon A. Galloway, section foreman, Billings, Mo.—Southwest Missouri State Teachers' College, Springfield, Mo.

3. Miss Irene Teubner, 17, daughter of R. F. Teubner, cashier-operator—Pleasanton High School.

4. Marylois Moberg, 17, daughter of Dr. Arther Moberg—Pittsburg High School.

5. Miss Bernice Sams, 18, daughter of T. E. Sams, conductor—Thayer High School.

6. Miss Cecil Noime Roberts, 17, daughter of Horace Roberts, car inspector—Amory High School.

7. Miss Clare Whalen, daughter of J. E. Whalen, general fuel supervisor, St. Louis, Mo.—Fontbonne College, St. Louis, Mo.

8. Miss Alma Eleanor Estein, 17, daughter of A. N. Estein, engineer—Pensacola High School.

9. Miss Claribel Carson, 18, daughter of G. R. Carson, conductor—Pittsburg High School.

10. Miss Virginia Ann Carlock, 17, daughter of E. E. Carlock, assistant bill and voucher clerk—Springfield High School.

11. Bonna O. Brand, 18, daughter of John A. Brand, roundhouse employe—Pittsburg High School.

12. Miss Norma Lee Guin, 17, daughter of H. F. Guin, section foreman—Ensley High School, Birmingham, Ala.

13. Miss Marie Brandon, 17, daughter of J. L. Brandon, car carpenter—Springfield High School.

14. Miss Juanita Genevieve Henry, daughter of L. E. Henry, third-trick operator—West Plains High School.

15. Miss Frances Eloise Guin, 16, daughter of H. F. Guin, section foreman—Ensley High School, Birmingham, Ala.

16. Miss Mildred Monday, daughter of H. F. Monday, machinist—Springfield High School.

17. Miss Marguerite Busch, 16, daughter of H. F. Busch, division engineer—Sapulpa High School.

18. Miss Ava Marie Walker, 17, daughter of O. G. Walker, first-trick operator—Columbus High School.

19. Miss Flora E. Meeker, daughter of machinist—Enid High School.

20. Miss Margaret Horak, 17, daughter

## HAZEL CLARK ELECTED

Miss Hazel Clark of the Frisco general offices, Springfield, was elected president of the Frisco Girls' Bowling League of that city at a banquet held the night of April 24. Miss Clark succeeded Miss Loretta Henry of the accident prevention department, who successfully piloted the league through its first year. Miss Eunice Morrow has been elected vice-president and Miss Mary Catherine Carr secretary.

The election took place at a party at the Wooden Soldier Tea Room. Following the election, members of the team played bridge, the evening's entertainment being furnished by the losing team in the Frisco league season, and paying honor to the Airlin team which team finished in first place and was captained by Miss Loree Acton.

Each of the thirty members of the league received a tiny bowling pin as a memento, fashioned from maple by Mr. F. A. McArthur, formerly of the mechanical department, Springfield, now retired. The name of each girl was placed on a pin by Mr. H. J. Dawes of the drafting department.

ter of Stanley Horak, B & B foreman—Willow Springs High School.

21. Miss Dorothy Armstrong, 18, daughter of W. M. Armstrong, brakeman—College High School, Pittsburg, Kan.

22. Miss Thelma Barber, 17, daughter of J. G. Barber, car inspector—Hope, Ark., High School.

23. Miss Frances E. Foster, 18, daughter of W. I. Foster, paint foreman—Springfield High School.

24. Miss Hazel Margaret Platt, 18, daughter of John B. Platt, section man, Andover, Kan.—Benton High School.

25. Miss Louise Slutter, daughter of B. J. Slutter, boilermaker—Joplin High School.

26. Miss Virginia Crawford, daughter of Ross Crawford, dispatcher—Joplin High School.

27. Miss Mary Nina Stow, 22, daughter of John J. Stow, chief line man, telegraph department, Springfield, Mo.—Washington University, St. Louis, Mo.

28. Miss Pauline Harrison, 20, daughter of J. W. Harrison, conductor, Pensacola, Fla.—Alabama State Teachers' College, Troy, Ala.

29. Miss Chalice Ann McGuire, 18, daughter of G. E. McGuire, conductor—Thayer High School.

30. Miss Mary McGowen, 17, daughter of secretary to superintendent of terminals—Woodlawn High School, Birmingham, Ala.



*These Frisco  
Girls  
Graduate  
This Month*



## K. C., MO., WINS MERIT CUP Accident Prevention Awards for First Quarter Won by Spring- field, Also

THE transportation merit cup, awarded each quarter by the Accident Prevention Department, was sent to the superintendent of terminals at Kansas City, Mo. That terminal ranked first, with only .0136 casualties per 1,000 man hours, and the mechanical department cup was awarded to the West Springfield Coach Shop, with only .0157 casualties per 1,000 man hours.

Memphis terminal came in for second honors in the transportation department, and Springfield terminal, third. Memphis and Springfield terminals were only one point apart, Memphis having .0190 casualties per 1,000 man hours and Springfield terminal, .0191. Ratings of the other points are as follows: Birmingham, fourth; Texas Lines, fifth; Northern, Central, Western, Southern, Eastern, River and Southwestern, in the order named; St. Louis terminals, thirteenth and Tulsa terminal, fourteenth.

Second in line for honors for the mechanical merit cup, was the Texas Lines, with a percentage of .0191 per 1,000 man hours. Third place was accorded the Central division. Ratings of the other points are as follows: North Springfield shops, fourth; West Springfield locomotive shops, fifth; Southern, Southwestern, Western, River, Northern and Eastern divisions in the order named; North Springfield car shops, twelfth, and reclamation plant, Springfield, thirteenth.

There has been a marked decrease in casualties during the month of March, the most outstanding being made in the maintenance of way department. That department shows a decrease of 42.6 per cent for the month and a 30.4 per cent decrease for the period. Next in line is the decrease in casualties in the mechanical department, showing 27.8 per cent decrease for the month, and 33.7 per cent decrease for the period.

A 23.8 per cent decrease is shown for all employees for the month, and 21.1 per cent decrease for the period. Substantial decreases in casualties for the month and period were shown in the classifications for passengers, and licensees. Increases, slight however, were shown in the transportation department for the month and period, and for the period in the casualties to autoists and trespassers.

The above percentages include all personal injuries sustained.

## GRADUATING FRISCO SONS

Frisco employees will be proud of the group of sons of Frisco employees who appear on the opposite page. All of them are graduating this spring from either high school or college. Their names, ages and schools follow:

1. Chester Russell Crain, 17, son of F. W. Crain, agent—Paola, Kansas, High School.

2. Roy Pender, 19, son of P. E. Pender, agent—Steele High School.

3. Carl G. Anderson, son of Carl J. Anderson, engineer on Northern division—Westport High School, Kansas City, Mo.

4. Jos. L. Anderson, 17, son of J. H. Anderson, revising clerk—Phillips High School, Birmingham, Ala.

5. Harry Hubbard, 21, son of R. H. Hubbard, day trainmaster, Fort Scott, Kansas—University of Kansas, Lawrence, Kansas.

6. J. Mike Killough, 21, son of J. D. Killough, agent, Stephenville, Tex.—Texas A. & M. College, College Station, Tex.

7. Russell Teubner, 19, son of C. A. Teubner, agent—Pleasanton High School.

8. Thomas J. Moore, 18, son of P. J. Moore, general foreman—Fort Scott High School.

9. Ishmael Cunningham, 18, son of George H. Cunningham, brakeman—Pittsburg High School.

10. Cecil Junkins, 18, son of Frank Junkins, general chairman, system board of F. A. of M. C. and C. D. Employees—Springfield High School.

11. Luther M. Colyer, son of Frank Colyer, section foreman—Minden Mines High School.

12. Edward Davis Carroll, 19, son of J. J. Carroll, engineer—Fort Smith High School.

13. Walter Albert Thompson, 23, son of J. W. Thompson, general foreman, reclamation plant, Springfield, Mo.—Harvard University, Cambridge, Mass.

14. George C. Allison, son of A. L. Allison, engineer, Joplin, Mo.—University of Missouri, Columbia, Mo.

15. Carlton Hotaling, son of Robert J. Hotaling, passenger conductor—Enid High School.

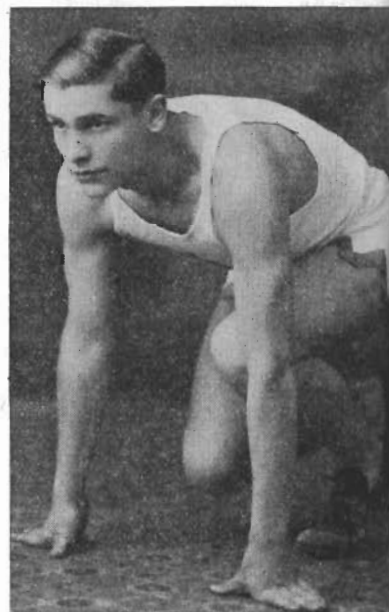
16. Everett Carlson, 17, son of Elmer Carlson, roundhouse foreman—Wyandotte High School, Kansas City, Kan.

17. James B. Cummings, 17, son of T. M. Cummings, chief clerk to traffic manager—Catholic High School, Memphis, Tenn.

18. Leo C. Spindler, son of W. E. Spindler, dispatcher—Joplin High School.

## A FRISCO SPEED MERCHANT

Clyde Kerley, son of C. Kerley, veteran Frisco Lines engineer at Pittsburg, Kan., is giving his parents and friends every reason to be proud by his recent stellar performance on the cinder track. Clyde, who graduated from the Pittsburg high school this spring, set new marks in the 220 and 440-yard dashes and was anchor man on a mile relay team that established a record. He set the new



CLYDE KERLEY

220-yard dash record in the Ozark Wesleyan Invitation Meet held at Carthage, Mo., this spring when he stepped that distance in 22.4 seconds. Clyde set a new mark in the 440-yard dash when he covered this distance in 53.5 seconds in the Eastern Kansas League Meet held at Parsons, Kan., this spring. He also won the quarter mile dash in the Ozark Wesleyan Meet, running it in a tenth of a second faster time than in his record-breaking performance at Parsons.

19. Henry Kerley, 18, son of George F. Kerley, conductor—Pittsburg High School.

20. Richard Uhr, 16, son of L. Uhr, signal engineer—Springfield High School.

21. James Lacy Gravlee, 17, son of J. C. Gravlee, conductor—Amory High School.

22. Blaine B. Williams, 18, son of Fred B. Williams, car clerk, Rosedale, Kan.—Wyandotte High School, Kansas City, Kan.

23. Bonnie Grayson Chew, 17, son of Mrs. Launa Chew, secretary to traffic manager—Woodlawn High School, Birmingham, Ala.

## Graduating Sons of Frisco Employees



1



2



3



4



5



6



7



8



9



10



11



12



13



16



17



14



15



18



19



20



21



22



23

## J. W. FLANNERY NAMED Kroger Official Appointed Assistant Traffic Manager June First

**J.** W. FLANNERY, for the past ten years general traffic manager of the Kroger Grocery & Baking company with headquarters at Cincinnati, has resigned to accept the position of assistant traffic manager of Frisco Lines with headquarters at St. Louis, Mo., it was announced by S. S. Butler, general traffic manager, on



J. W. FLANNERY

May 18. The appointment is effective June 1. Mr. Flannery will have charge of off-line solicitation throughout the United States.

Flannery is one of the best known traffic men in this section of the country, being active in the affairs of the Ohio Valley Shippers Association and the Associated Traffic Clubs of America, besides the Cincinnati Traffic Club.

He entered railroad service originally as a messenger in the Big Four offices in 1902. He was appointed contracting freight agent in Cincinnati in 1910 and in October, 1911, was made general agent of the Georgia Southern and Florida Railroad, a part of the Southern Railway system. His service there placed him in charge of solicitation and contact work in a jurisdiction including the Middle West and eastern states.

With Federal control of railroads during the World War, Flannery was in charge of traffic and transportation for the army in the territory from the Ohio River as far south as the Gulf of Mexico. He served as traffic assistant to the District Director of railroads at Cincinnati, and in this

## SPECIAL TO THE ZOO!

Not all express cars contain strawberries, even in the spring.

An express car moved out of Columbus, Miss., for New Orleans via the Frisco on May 6th, and the contents included ten elk, one alligator and one raccoon. Their destination was Berlin, Germany, where they will be placed in the zoological gardens.

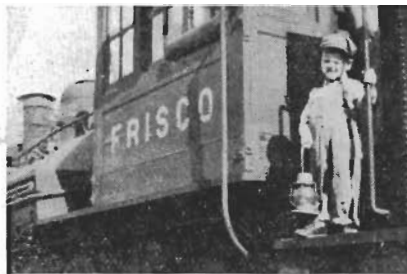
The animals were sold to Mr. E. R. Fruitt who accompanied the car to Germany and it is understood he will bring other animals back to this country.

They originated at the plantation of Mr. T. J. Locke, one of the largest wholesalers in Columbus. Mr. Locke has a collection of animals in a private zoo on his plantation and has contributed many to cities in the United States.

## A FUTURE BRAKEMAN

Here's a real small railroader! Just take a look at Harry Morris Hutcheson, Jr., the six-year-old son of H. M. Hutcheson, brakeman of Newburg, Mo. We'll miss our guess if Harry doesn't follow in his daddy's footsteps.

He's got all the equipment—a lantern and a pair of overalls, and a



HARRY HUTCHESON, JR.

frown, just like a real brakeman when he's found a hot box back about forty cars!

There's no need to say that Harry loves to be around engines. He can already tell you the various parts of a locomotive and what makes them go, and he's proud of that daddy of his, and can't understand why you have to be so small and why you can't grow up and be a brakeman on the Frisco!

capacity he handled the coal strike of 1919. Following the termination of government control of railroads, Flannery organized the traffic department of the Kroger Company.

He served as president of the Cincinnati Traffic Club in 1921 and again in 1927, and was a member of the original committee which founded the Associated Traffic Clubs of America.

## "LOYALTY"

Mrs. Nellie Phillips Snelling Merriam, Kan., wife of S. O. Snelling, airbrake repairman for Frisco Lines at Kansas City, read with much interest the article "A Great Railroad Peers Into the Future," written by William Dutton in the April issue of the American Magazine, following an interview with President W. W. Atterbury of the Pennsylvania railroad. Mrs. Snelling then composed the following poem, entitled "Loyalty," which should interest all railroad workers.

*The railroads of our nation  
Are the arteries of this land.  
They pulse civilization  
And allegiance should command.*

*The country that progresses  
Is the one which has steel roads—  
That hauls in fast expresses  
Richest shipments, bulky loads.*

*Foolish scoffers, lightly voicing—  
Prate, "The railroad's day is past."  
In their motors, race rejoicing,  
Dreaming RAILROADS will not last!*

*Railroads cannot be supplanted!  
No! their need can never die!  
Head officials are enchanted  
By the future they espy!*

*In the future—not far distant,  
Great expansions, soon will show,  
And the railroads all consistent—  
Will soon prove how they shall grow!*

*Stand by, firmly, all good workers!  
Prove your training, do your best!  
Great things pass the whining shirkers!  
Read the signs, and meet the test!*

## TWO NEWBURG CAPTAINS



Frisco Lines has a monopoly on the Newburg High School basketball teams. At right above is Miss Naida Miller who captained the girls' team. She is the daughter of M. J. Miller, signal maintainer, and graduated this spring. She took second place in a beauty contest held at Newburg, recently. Eugene Fuller, who appears on the left, is the son of H. E. Fuller, and was captain of the boys' team. He also graduated this spring.



## INSTALL BLOCK SIGNALS

Installation of automatic block signals on the River division from Southeastern Junction to Mile Post 135, a total distance of 128 miles, mostly along the Mississippi river, is progressing rapidly.

The installation is being made there in much the same manner in which these signals were installed between Bristow and Oklahoma City and between Thayer, Mo., and Hoxie, Ark. The work of pre-casting the foundations and battery boxes was started at St. Mary's in February and upon the completion of this work a sufficient number of signals and other accessories had been received so that materials could be distributed by work train. The derrick used set the foundation and signal in place and the other material was placed at the location of each signal awaiting the signalmen's arrival to do the wiring and connecting.

The first distribution of material that was made covered the distance from Southeastern Junction to Coral, about fifty miles. The signals used are about fifteen feet high, this height placing the light or signal arm in line with the engineer's vision.

## A JUNE GRADUATE



MISS FRANCES DANLEY

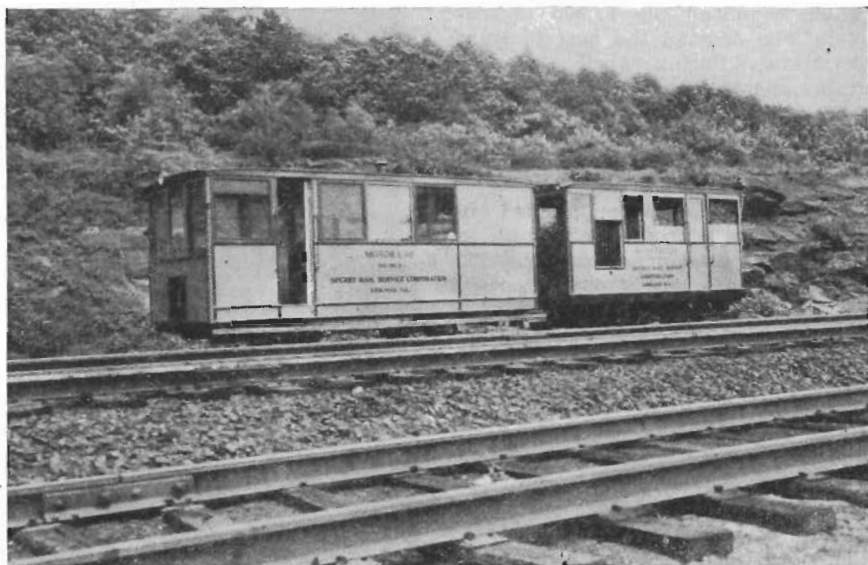
Miss Frances Danley is the charming daughter of Mr. G. S. Danley, maintenance clerk in the office of the general manager at Springfield, Mo.

Miss Danley will graduate from the Springfield High School this spring. She has taken an active part in school affairs, is a member of an honorary Latin Society, Girls' Drum Corps and other clubs.

## Rail Detector at Work on Frisco Lines

AS an additional and added precaution to insure the fullest measure of safety on Frisco Lines, the Sperry Rail Detector has been engaged to operate over certain sections of track on Frisco Lines. The

the phases and possibilities of the equipment and trained as to not only to know the equipment in that way, but to be able, also, to properly interpret the results or indications obtained on the record. These oper-



The Sperry Rail Detector, which is now operating over Frisco Lines, appears above.

detector is the property of the Sperry Rail Service Corporation of Brooklyn, N. Y., and has been used as a safety precaution work by several railroad of the United States.

The machine was designed primarily for locating transverse fissures in rails in track, and it has received the approval of the American Railway Association. It consists of two cars, one a gasoline motor car of adequate capacity for towing the detector car at the uniform speed desired, and the detector car, which consists of another gasoline motor directly connected to a generator which supplies, through brushes bearing on the rails, the electricity necessary to energize it. The detecting device is located between the two brushes and the impulse created by the fissures or other defects, is brought up through a radio amplifying apparatus and relays to a recording mechanism. The record of both rails of the track is made on paper about three inches wide, subject to easy blue printing.

The equipment is in charge of the Sperry Rail Service Corporation's own operators, who are familiar with all

ators annotate the record so it can be easily identified with the track represented, but in addition, an automatic paint gun marks the location of defective rails as the car passes over them. The operating speed is about six miles an hour, but this, of course, depends upon weather conditions and the number of defective rails encountered.

The device, as stated above, was primarily designed to detect transverse fissures which are concealed or internal defects where there is no way of knowing of their existence until a complete failure of the rail. These defects are the most hazardous rail defects that a railroad can encounter, as it is impossible to detect them from outside appearances. The device also locates such defects as split heads, crack webs and cracks at the junction of the head and web.

The machine will operate over the following territory: Kansas City to Springfield, Springfield to St. Louis, Springfield to Oklahoma City, Sapulpa to Sherman, and Springfield to Birmingham.

Some one has suggested that every American citizen be made a prohibition agent and Old Charley Wetmore is in favor of the plan. His theory

is that if he got in only one good raid it would cut down his liquor bill considerably.

—N. Y. Evening Post.

**TRAINS 98.3% ON TIME**  
**Northern Division Operated 1,080**  
**Passenger Trains 99.1% On**  
**Time During April**

**T**HE on-time performance of Frisco Lines passenger trains, which is exemplified in the record for the system during the month of April, is one of the many features which commend the Frisco to travelers who demand the best in transportation. During April the 4,784 trains operated on the Frisco system were 98.3 per cent on time, the monthly report on this subject, issued by the office of the general manager, Springfield, Mo., reveals.

The performance maintained on Texas Lines during the month of April is especially noteworthy. The 180 trains operated there were 99.4 per cent on time, an increase of .6 per cent over the record made there during April of last year when the same number of trains were operated. During April, 1928, a total of 240 trains was operated on Texas Lines and they were 95.4 per cent on time.

Northern division had the best record of any of the Frisco divisions. A total of 1,080 trains were operated there and they were 99.1 per cent on time. This is an improvement over the record of 1,078 trains, operated 96.6 per cent on time, which was made there during the previous April and a slightly higher per cent than was recorded for this division during April, 1928, when 1,290 trains were operated 99.0 per cent on time.

River division is ranked second in the report with 824 trains operated 99.0 per cent on time. This compares favorably with April of 1929 when the 876 trains operated there were 96.8 per cent on time. During April, 1928, a total of 1,008 trains were operated on this division and were 98.7 per cent on time.

The report ranks Southwestern division in third place for April of this year. Passenger trains on this division were 98.5 per cent on time and a total of 840 was operated. This is a higher per cent than was made there in either April, 1929, or 1928. During April, 1929, a total of 779 trains were operated on this division and were 94.6 per cent on time and during April, 1928, a total of 900 was operated 96.7 per cent on time.

### NEW RAIL ON EASTERN

Employees in the maintenance of way department on the Eastern division have been kept busy during the month of May, putting in twenty miles of new 110 pound rail, 13 miles of which is being laid near Lebanon, and seven miles west of Springfield. The rail replaces lighter rail.

## Frisco Booth at Sportsmen's Show



**T**HE Frisco's booth at the Sportsmen's Show held at the Arena, St. Louis, May 12 to 18, was entirely in keeping with the atmosphere of the show, and was of unusual interest to the visitors.

Spring is fishing time and in the center of the booth was a life-sized photograph of a vacationist making a nice catch. The stream was intended to represent one along Frisco Lines.

At the top of the large picture were specimens of porcupine, red snapper and other stuffed fish, all of which came from Pensacola, Fla. Mounted ducks and pheasants were placed at the four corners of the picture, representing the wild life of Pensacola.

In addition to this display, two

moving picture machines gave the on-looker vacation views from both the Ozarks and Pensacola and there was a crowd around the booth at all times during the entire week.

In keeping with the scheme, Frisco vacation folders, timetables and maps of Frisco Lines, and the recent folder showing the new room cars, were at the disposal of those interested.

J. B. Morrow, colonization agent, arranged the exhibit, with the assistance of C. B. Michelson, farm marketing agent, and Frisco employees of the St. Louis general office building took turns at staying in the booth, answering questions and handing out literature.

### Cupid's Dart

No girl objects to Cupid's dart,  
 Nor does she mind the stones he flings,  
 Such treatment never pains her heart  
 When stones are cut and set in rings.

The discovery of a lost Polish colony of nearly 1,000 inhabitants in the Valley of the Doce River, South America, is reported by a Polish naturalist. They have been lost since 1873 and have lived in complete isolation.

## VISIT NATIVE HUNGARY

Mike Kish of Kansas City and  
Mrs. Kish Return Home  
After 23 Years

**M**R. AND MRS. MIKE KISH of Kansas City, Mo., have just returned from a three months' visit abroad to Hungary, their native home which they left twenty-three years ago. Mr. Kish is employed in the Frisco's car department at Kansas City.

They left Kansas City on December 10, 1929, and boarded the boat in New York at 11:00 p. m. on December 14. The boat was the Berengaria, of the Cunard Line and was 919 feet long and weighed 52,226 tons.

On December 20, they landed in France and from France they went by train to Basle, Switzerland, then through the southern part of Ger-



MR. AND MRS. MIKE KISH

many, through Austria and into Hungary. The train was coupled to an electric engine at Zurich, Switzerland, and drawn by electric engines all the way into Vienna, Austria, at a high rate of speed. The route of the railroad lay at the foot of the Alps mountains and the scenery was very beautiful.

Their destination was Delreggen, Hungary, and from this village they visited their relatives in surrounding towns and in parts of Rumania—that is, all those who had survived the great catastrophe of the past few years. It was in Delreggen that they celebrated Christmas, but both Mr. and Mrs. Kish say that times have changed so that their Christmas was different than they had anticipated.

They started their return trip on February 26, landing in New York on March 4, and after visits in Ohio and Illinois returned to Kansas City on March 10.

"We are both glad to be back home," so Mr. and Mrs. Kish both said. "This feels more like home to us than our native country. The trip was beautiful and enjoyable and was worth many times what it cost us."

## For Meritorious Service

### NORTHERN DIVISION

**A**PRIL 14—F. L. Higgins, fireman, Monett, Mo., took Engine 4031 into Neodesha without delay, despite stoker trouble. Commended.

April 14—C. J. Seward, brakeman, Monett, Mo., assisted in firing engine 4031 when stoker trouble developed. Ten merits.

April 29—J. L. Reynolds, conductor, C. W. Nance, brakeman, C. F. Conrad, engineer, and C. T. Baird, fireman, all of Fort Scott, discovered leak in car of oil in Train 138, attempted repairs, but finding themselves unable to stop leak, immediately called the car man and set the car out so that permanent repairs could be made. Five merits each.

April 19—A. B. Young, section foreman, Everton, Mo., noticed brake rigging dragging on SF 19013, Train 142, and notified the conductor. Five merits.

### SOUTHERN DIVISION

May 2—W. H. Jackson, brakeman, Thayer, Mo., noticed crushed rock leaking from flat bottom coal car in Local 244, called the attention of the agent at Williford to the defect and assisted in making repairs. Commended.

April 22—J. M. Stewart, agent, Kolola Springs, discovered broken arch bar on RMX 4421 as it passed his station in Train 945. Five merits.

May 7—J. D. Tackett, operator, Hoxie, discovered hot box on meat car in Train 131 as it passed his station and notified conductor. Five merits.

### RIVER DIVISION

J. S. Brownfield, conductor, R. L. Cooper and V. E. Hopkins, trainmasters, accorded very courteous and kindly treatment to Capt. Bryan L. Milburn, of the 65th Cavalry on a recent trip from Memphis to Joiner. Commended.

H. V. Cheatham, conductor, W. J. Buchanan, engineer, W. V. Findley, fireman, and C. F. Weidman and H. C. Montgomery, brakemen, went to Matthews for car of corn which was badly needed at McMullin, saving \$32 making two stops and eliminating possibility of losing revenue on the car of corn. Ten merits each.

C. E. Williams, switchman, discovered and reported grab iron in bad condition on roof of car in Chaffee yard, April 17. Commended.

L. M. DeBerry, conductor, and J. W. Davis, brakeman, in inspecting Train 835, on February 26, discovered CBQ 134213 with broken arch bar and set it out.

A. B. Carlock, agent-operator, Gravois, given letter of appreciation from H. J. Weber and Sons Nursery Company covering good service obtained recently.

H. R. Carle, conductor, and George Smiley and Fred French, brakemen, made repairs to car in Train 835 on March 14, avoiding setting it out for repairs when it was moving to Memphis. Five merits each.

H. V. Cheatham, conductor, and A. O. Anderson, brakeman, made repairs to NOTM 2875, Train 844. Five merits each.

### WESTERN DIVISION

C. A. Whitson, clerk, Cordell, found dome cover loose on a tank car and tightened it. Five merits.

J. L. Reed, conductor, and G. C. Miller and J. M. McClain, brakemen, all of Enid, Okla., repaired a car loaded with cement and handled it to destination without delay. Commended.

### SOUTHWESTERN DIVISION

April 10—W. A. Stookey, section foreman, Fairland, noticed brake beam dragging on a car in Train 440 and signaled the crew to stop the train. Ten merits.

### EASTERN DIVISION

April 23—W. E. Jones, brakeman, Clinton, Mo., noticed broken arch bar on SF 11817 in Train No. 143 and notified the brakeman of that train. Ten merits.

### TULSA TERMINALS

Lige Deason, assistant chief yard clerk, discovered car in West Tulsa, night of April 20, listed as an empty when it contained glassware and prevented further mishandling. Five merits.

R. T. Studley, switchman, while switching at west end of yard saw a car break off from cut and start descending grade on main track and ran to the car, catching it in time to apply the brakes and stop it. Five merits.

### BIRMINGHAM TERMINALS

J. H. Hurd, engineer, found a rod sticking out on a car on the west end of IC No. 6 and reported the matter to the night yardmaster. Five merits.



## HE RAISES FRISCO FLOWERS

(Continued from Page 8)

he grew older he experimented with seeds and grafting. Then he was side-tracked, so to speak and for awhile he became a store accountant for the Frisco from 1917 to 1928.

He was appointed traveling store accountant in 1928 and served for one year.

But the idea of literally setting each station on Frisco Lines ablaze with glorious flowers still persisted, and Mr. F. H. Shaffer, general manager offered the suggestion that each station and section house have a garden. President Kurn answered the suggestion by authorizing the money necessary to furnish the bulbs and seeds to all Frisco agents and section foremen interested in planting a garden. Thus Mr. Fellows' hobby became a Frisco-wide plan and his dreams became realities.

During the first year of the flower program, 12,218 plants and bulbs were shipped to Frisco employees. This year the orders have run well over 1,000 and the program just getting started, and in place of the 12,218 plants, the number of plants will run well into the 100,000 mark.

A trip through the greenhouse alone, will leave flower-lovers speechless with delight. Here Mr. Fellows has concentrated some of his rare specimens, such as the elkhorn fern, which measures 8 feet across. As will be seen in the picture, he has a variety of cactus, including the parrott and red and pink cactus.

There is in the greenhouse a banana plant from Atmore, Ala., on the Frisco; trees from Lisbon, Portugal; Clematis red vine from China; a Japanese flowering cherry, such as one finds in the far-famed cherry grove at Washington, D. C.; spiraea from Northern China; a pine tree from Austria; two peach trees from Spain; peach trees from Persia; Nectarine from New Zealand; peaches from India; a crabapple from Manchuria, China, and also an apricot tree from Manchuria.

Along the well lighted house one finds the crucifixion plant, the artillery plant, the latter so called because when it is hot and is watered, it smokes; new rubber plants with leaves that bleed; the well-known "hen and chickens" in eight separate varieties, and six varieties of rhododendron. The bird-nest fern is a new one, and according to Mr. Fellows is a parasite. It grows with long green shoots, leaving a hollow in the center, wherein rests a black mass that is shaped like a bird nest. Another new fern of which he is particularly proud

## Frisco Employees' Hospital Association

Receipts and Disbursements after Dec. 31, 1929, through March 31, 1930.

Balance brought forward from Dec. 31, 1929.....\$ 13,493.75

## RECEIPTS:

From assessments on members.....	\$69,587.15	
" interest on daily balances in bank.....	64.53	
" interest on securities in Treasury.....	4,252.50	
" donation by St. L.-S. F. Ry. Co.....	162.51	
" sundry accounts collectible.....	2,888.46	76,955.15
proceeds sale on 2/1/30 of \$5,000 par value Canadian Nat'l Ry.'s 4½% Guaranteed Gold Bonds, due Feb. 15, 1930, on 5% basis.....	\$4,998.95	
plus accrued interest.....	103.75	\$ 5,102.70
" proceeds at maturity Feb. 15, 1930, of \$5,000 Canadian Nat'l Ry.'s 4½% Guaranteed Gold Bonds.....	5,000.00	
" proceeds at maturity Feb. 15, 1930, of \$10,000 St. L.-S. F. Ry. Co. 4½% Equipt. Trust Cfts., Series BB.....	10,000.00	20,102.70
		<u>\$110,551.60</u>

## DISBURSEMENTS:

For payrolls.....	\$27,926.71	
" professional, ordinary and emergency services.....	18,100.47	
" labor, material and supplies.....	6,556.45	
" provisions.....	8,322.31	
" drugs.....	7,151.42	
" light, water, ice, gas, fuel and telephones.....	2,628.23	
" all other expenses.....	2,198.93	\$ 72,884.52
" \$10,000, face amount American Telephone & Telegraph Co., Thirty-five year 5% Gold Debenture Bonds due Feb. 1, 1965, purchased Jan. 30, 1930, @ 99½.....	\$9,950.00	
less discount, 2 da. int. @ 5% on \$10,000.....	2.78	\$ 9,947.22
" \$5,000, face amount, International Telephone & Telegraph Co., Twenty-five year 5% Gold Debenture Bonds due Feb. 1, 1955, purchased Feb. 17, 1930 @ 96½.....	\$4,825.00	
Accd. interest, 16 days.....	11.11	4,836.11
" \$5,000, face amount, Central Gas and Electric Co. 3 year, 5½% Gold Notes, due Feb. 1, 1933, purchased Feb. 21, 1930, @ 98¼.....	\$4,912.50	
Accd. interest, 20 days.....	15.28	4,927.78
		<u>19,711.11</u>

Balance March 31, 1930, p. m., at:  
First National Bank, St. Louis, Mo.....\* 17,955.97\$110,551.60

\* Subject to \$787.32 of pay-drafts and voucher-drafts outstanding at close of business March 31, 1930.

(Continued on next page)

is the Colorado fern. One finds among the collection the beautiful little cigarette plant, the purple hydraugia and the orange tree, and a crazy looking plant which is called the "monkey puzzle." No two leaves run in the same direction and it is an interesting study.

It is interesting to note that the following varieties of shrubs have been requested and sent out for Frisco flower beds; Spiraea, Forsythia, Butterfly Bush, Weigelia, Shrub Honey-suckle, Purple Wisteria, American Bittersweet, Desmodium, Snowballs, Mock Orange, Hydrangea, Golden Elder, Flowering Almond, and Barberry.

To date 400 orders have come for window boxes and 100 men have signified their intention to make a standard 10 x 20 Frisco emblem from border plants.

The shrubs, bulbs and plants have been dwelt upon extensively in the above paragraphs. However, seventy-eight pounds of flower seeds in

twenty-three varieties will soon burst into glorious petunia bushes, zinnias, sweet peas, etc., and the seventy-eight pounds have been distributed at this writing and an additional order may have to be made.

A shipping room had to be added this year to the greenhouse and four trucks a day have left for the passenger depot, loaded to the fenders with materials for Frisco flower gardens. The scene is beginning to clear a bit now, and the shipping room is practically barren of its huge store. Most of the huge shipments have been taken root and are growing beautifully at points on Frisco Lines, and it looks as if "A Flower Garden at Every Station", will be a reality.

Now that the shipping season is over, he is cleaning up the odds and ends, preparing to get on the road once more and beautify many of the stations; offer advice to those who request it, and prepare to judge the best flower garden on the entire line.

## IN THE FRISCO HOSPITAL

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

### ST. LOUIS

Charles Stevens, Wichita, Kans.; F. W. Campbell, Springfield, Mo.; J. C. Freeman, Tupelo, Miss.; H. O. Brenner, Oklahoma City, Okla.; H. H. Joynt, Kansas City, Mo.; C. Guy, Kansas City, Mo.; J. O'Rourke, Joplin, Mo.; L. Sutter, McBride, Mo.; T. F. Gaines, Memphis, Tenn.; L. S. Tucker, Birmingham, Ala.; H. Kelly, Kellyville, Okla.; J. Carry, Aberdeen, Miss.; F. L. Dulaney, Birmingham, Ala.; E. I. Fannous, Fayetteville, Ark.; G. G. Homer, Guin, Ala.; C. A. Corbin, Tulsa, Okla.; H. H. Green, Newburg, Mo.; R. Ahlstead, Chaffee, Mo.; Lillard Watts, Memphis, Tenn.; W. P. Dorris, Oklahoma City, Okla.; Charles Ball, Oran, Mo.; J. M. Adams, Springfield, Mo.; F. R. Thomas, Amory, Miss.; F. E. Thies, Springfield, Mo.; Chas. Welch, Birmingham, Ala.; C. H. Crawford, Hickory Flat, Miss.; J. Garrison, Catoosa, Okla.; M. L. Lane, Monett, Mo.; E. A. Boatman, Sherman, Texas; Roy Pearson, Chaffee, Mo.; Yarborough, Blackwell, Okla.; W. B. Wilson, W. Tulsa, Okla.; H. J. Fletcher, Sapulpa, Okla.; J. Hamilton, St. Louis, Mo.; J. C. Osteen, Memphis, Tenn.; T. Steel, Altus, Okla.; Sam Serbin, St. Louis, Mo.; J. A. Charron, Tulsa, Okla.; G. R. Monell, Enid, Okla.; I. M. Plank, Salem, Mo.; Earl Green, Chaffee, Mo.; R. M. Thompson, Springfield, Mo.

### SPRINGFIELD

L. R. Birkhead, Thayer, Mo.; B. Bilreue, Springfield, Mo.; J. Haynes, Springfield, Mo.; T. McAuliffe, Nettleton, Ark.; O. Couch, Columbus, Miss.; C. B. Rhea, Springfield, Mo.; B. Marr, Monett, Mo.; E. House, Brookline, Mo.; T. A. Dysart, Springfield, Mo.; W. Jones, Brush Creek, Mo.; J. Hussey, St. Louis, Mo.; C. Butrick, Springfield, Mo.; W. B. Prophet, Springfield, Mo.

## TELEGRAPHERS ELECT

M. T. Fullington, general chairman of Division 32 of the Order of Railroad Telegraphers, and W. I. Christopher, assistant general chairman, were re-elected to their positions for another year at the annual meeting of the local chairmen in Springfield. An executive committee was also elected, including M. T. Fullington, chairman, W. I. Christopher, secretary, and W. B. Musgrave and C. High, members.

## FRISCO EMPLOYES' HOSPITAL ASSOCIATION

(Continued from preceding page)

### THE ASSOCIATION OWNS:

	Par Value
Pennsylvania Rd. 5% General Equipment Trust Certificates, Series "B" (mature April 1, 1930).....	\$ 5,000.00
New York Central Lines 4½% Equipment Trust Certificates of 1925 (mature May 15, 1930).....	10,000.00
Receivers' Chicago, Milwaukee & St. Paul Ry., 5% Equipment Trust Certificates, Series D (mature Aug. 1, 1930).....	9,000.00
St. Louis-San Francisco Ry. Co., 5% Equipmt. Trust Cfts., Series AA, (mature Sept. 1, 1930).....	1,000.00
Edison Electric Illuminating Company of Boston, 3-year 4½% Gold Notes (mature Nov. 1, 1930).....	5,000.00
St. Louis-San Francisco Railway Company 6% Equipment Trust Notes, Series 71-D (mature January 15, 1931).....	1,000.00
St. Louis-San Francisco Railway Company 6% Equipment Trust Notes, Series 71-E (mature January 15, 1931).....	9,000.00
New York Central Lines 4½% Equipment Trust Certificates of 1925 (mature May 15, 1931).....	5,000.00
St. Louis & San Francisco Railway Company, General Mtge. 5% Gold Bonds (mature July 1, 1931).....	4,000.00
St. Louis-San Francisco Ry. Co. Equipment Trust 5% Certificates, Series AA, (mature Sept. 1, 1931).....	3,000.00
Chicago, Rock Island and Pacific Railway Co. 5% Equipmt. Trust Certificates, Series M. (mature April 1, 1932).....	5,000.00
Chesapeake & Ohio Ry. Co. 4½% Equipment Trust Gold Certificates of 1929 (mature May 1, 1932).....	10,000.00
Chicago, Rock Island and Pacific Railway Co. 5% Equipmt. Trust Certificates, Series L (mature June 1, 1932).....	2,000.00
Chicago and Northwestern Ry. Co., 4½% Equipmt. Trust Cfts., Series V, (mature Aug. 1, 1932).....	9,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1932).....	6,000.00
Central Gas & Electric Co. Three-year 5½% Gold notes (mature Feb. 1, 1933).....	5,000.00
Canadian National Rys., Equipmt. Trust 5% bonds, Series K, (mature May 1, 1933).....	10,000.00
Receivers' Chicago & Alton R. R. Equipmt. Trust 6% Cfts., Series A, (mature May 15, 1933).....	3,000.00
Canadian Pacific Ry. Co., Equipmt. Trust 4½% Cfts., Series B, (mature June 1, 1933).....	8,000.00
Chicago, Rock Island and Pacific Railway Co., 4½% Equipment Trust Certificates, Series O, (mature July 1, 1933).....	20,000.00
Chicago, Rock Island and Pacific Ry. Co. 4½% Equipment Trust Certificates Series P (mature Aug. 1, 1933).....	20,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1933).....	10,000.00
Receivers' Chicago & Alton R. R. Equipmt. Trust 6% Cfts., Series A, (mature Nov. 15, 1933).....	5,000.00
Kansas City, Memphis and Birmingham R. R. Co., General Mortgage 4% Bonds (mature March 1, 1934).....	7,000.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
City of Tulsa, Okla., 4½% Street Improvement Bonds (mature Aug. 1, 1935).....	18,000.00
U. S. Fourth Liberty Loan 4¼% Bonds (mature Oct. 15, 1938).....	35,000.00
U. S. First Liberty Loan (Converted) 4¼% Bonds (mature June 15, 1947).....	15,000.00
St. Louis-San Francisco Railway Company Prior Lien 4% Bonds, Series A (mature July 1, 1950).....	14,000.00
International Telephone & Telegraph Twenty-five year 5% Gold Debenture Bonds (mature Feb. 1, 1955).....	5,000.00
American Telephone & Telegraph Thirty-five year 5% Gold Debenture Bonds (mature Feb. 1, 1965).....	10,000.00
St. Louis-San Francisco Railway Company Consol. Mtge. 4½% Gold Bonds Series "A" (mature March 1, 1978).....	25,000.00
(As at close March 31, 1930).....	\$304,000.00

St. Louis, Mo., April 2, 1930.

F. H. HAMILTON,  
Treasurer.

## TULSA RETAINS PENNANT

Winning the pennant awarded to the station that has the fewest errors in handling freight seems to be a matter of habit for Tulsa, Okla. This station won the group one pennant again during the month of April, making the eighth consecutive month that it has won the pennant of its group. During April, 29,629 shipments were handled there with a total of 20 errors. Springfield took second place in this group, handling 26,192 shipments with 25 errors and the St. Louis 7th Street Station ranked third, making 82 errors in handling 42,769 shipments.

In Group Two, Birmingham has a perfect record. A total of 15,709 ship-

ments were handled there. Oklahoma City was second in the group, making 15 errors in handling 13,202 shipments and the St. Louis Broadway Station was third, handling 16,146 shipments with 33 errors.

The Group Three pennant was won by Hugo, Okla. A total of 4,112 shipments were handled there and five errors were made. Wichita was second in this group, making seven errors in handling 3,066 shipments. The third place in this group went to Fort Smith, where a total of 6,059 shipments were handled with eight errors.

Virtually all of the nitrate of soda in this country is imported from Chili.

## LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent

**I**F the volume of business handled during April this year had been equal to that of April, 1929, our saving in fuel for the month would have come nearer our expectations. However, even with the decrease in tonnage, which is primarily due to the general recession of business prevailing throughout the country, our savings in the unit fuel consumption in freight service amounted to 6 pounds per 1,000 gross ton miles.

It is generally recognized today that the amount of fuel burned on a railroad per unit of work is the measuring stick of the roads efficiency. Fuel is one of the biggest items of expense on a railroad and everything must be done to save as much of this expense as is possible. Every one who has any part in the handling of the fuel and the operation of the trains should keep this fact in mind at all times, so that this valuable commodity may be used with the utmost efficiency. Any one observing a practice which is calculated to cause a loss of fuel should feel free to report same.

During April our system train haul increased 8.1% per train mile compared with April last year and this was apparently one of the major factors in decreasing our performance from 168 pounds per 1,000 gross ton miles April, 1929, to 162 pounds this year, equivalent to 3.57%.

The River division again led the field with a decrease from 156 pounds last year to 133 pounds this year, a saving of 19 pounds per 1,000 gross ton miles, which is equivalent to 12.18%. In making this saving this division bettered its standard of 143 pounds by 6 pounds.

The Southwestern division performance decreased from 151 pounds last year to 137 pounds this year, a saving of 14 pounds or 9.27%.

The Northern division performance decreased from 169 pounds last year to 154 pounds this year, a saving of 15 pounds or 8.88%.

The Texas Lines with a decrease of 0.2% in train haul decreased its performance from 166 pounds last year to 160 pounds this year and the Western division, with 4.4% decrease in train haul, decreased its performance from 175 pounds to 173 pounds and bettered its standard by 2 pounds.

Eastern division made a saving of 1 pound over last year and the southern division made the same perform-

ance as it did in April last year i. e. 164 pounds.

Passenger service performance on the system increased from 14.8 pounds per passenger car mile April last year to 15.2 pounds April this year.

The cars handled per train mile decreased on every division except the Northern division which had an increase of 1.14%.

The Southwestern and Northern divisions were the only divisions which had a decrease over last year in passenger performance.

Switch service for the system came through with a decrease from 142 pounds per switch locomotive mile last year to 141 pounds this year.

The Kansas City terminal bettered its standard of 155 pounds by 4 pounds.

The Southern division decreased its performance from 140 pounds last year to 133 pounds this year. Texas Lines decreased from 124 pounds to 122 pounds. River division decreased from 116 pounds to 115 pounds. Kansas City terminal decreased from 160 pounds to 151 pounds. Tulsa terminal decreased from 152 pounds to 144 pounds. Memphis terminal decreased from 125 pounds to 122 pounds and St. Louis terminal decreased from 194 pounds to 193 pounds, the balance of the divisions and terminals had an increase in their performance.

Some splendid reductions in performance were made in through freight service on a number of the subdivisions, several of them being as follows:

Pensacola Sub. decreased from 150 pounds per 1,000 gross ton miles last year to 115 pounds this year.

Ash Grove Sub. decreased from 154 pounds to 126 pounds. Creek Sub. decreased from 140 pounds to 113 pounds and Sherman Sub. decreased from 168 pounds to 140 pounds.

Further fuel checks are being made and will be conducted at various points along the line from time to time. The information gathered from these checks is studied by the supervisory forces from which good results are being obtained.

Following are a number of good performance records reported since our last issue:

### EASTERN DIVISION

Rolla Sub: Engineer GANN, fireman SHORT, train extra west, engine 331, Gratiot to Stanton, May 3d, handled 227,017 gross ton miles,

burned 19 tons coal, performance 18 pounds per 1,000 gross ton miles.

Engineer D. E. FREY, fireman J. JONES, train extra west, engine 31, Gratiot to Stanton, April 10, handled 103,000 gross ton miles, burned 7 tons coal, performance 135 pounds per 1,000 gross ton miles.

Engineer C. W. COLE, fireman GALLAHAN, train 2/32, engine 40, Stanton to Gratiot, April 12, handled 166,880 gross ton miles, burned 11 tons coal, performance 119 pounds per 1,000 gross ton miles.

Engineer G. W. MOORE, fireman M. BUNCH, train 7, engine 1,512, St. Louis to Newburg, April 16, handled 1,320 passenger car miles, burned 1,112 gallons oil, performance 32 gallons per passenger car mile.

Engineer W. HETTIBRAND, fireman W. O. DAUGHERTY, train 1/30, engine 4, Newburg to Gratiot, April 26, handled 358,385 gross ton miles, burned 20 tons coal, performance 111 pounds per 1,000 gross ton miles.

Lebanon Sub: Engineer W. H. CENTER, fireman L. HARRISON, train 35, engine 34, Newburg to Lebanon, April 22d, handled 149,933 gross ton miles, burned 12 tons coal, performance 160 pounds per 1,000 gross ton miles.

Engineer P. SHOCKLEY, fireman V. CROSS, train extra west, engine 27, Newburg to Springfield, April 24, handled 274,414 gross ton miles, burned 20 tons coal, performance 145 pounds per 1,000 gross ton miles.

### CENTRAL DIVISION

Arthur Sub: Engineer BRYSON, fireman COWAN, train 734, engine 1408, Talihina to Ft. Smith, April 11, handled 74,245 gross ton miles, burned 3½ tons coal, performance 94 pounds per 1,000 gross ton miles.

Ft. Smith Sub: Engineer H. I. BLAKESLEE, fireman S. E. ARNOLD, train 735, engine 1,336, Monett to Ft. Smith, April 5, handled 206,544 gross ton miles, burned 15 tons coal, performance 145 pounds per 1,000 gross ton miles.

Engineer J. E. PAINE, fireman H. TERPENNING, train extra, engine 1341, Ft. Smith to Fayette Junction, April 25th, handled 88,161 gross ton miles, burned 7 tons coal, performance 159 pounds per 1,000 gross ton miles.

A&A Sub: Engineer H. M. STIER, fireman WM. WATSON, train 736, engine 1248, Hope to Hugo, April 5th, handled 175,739 gross ton miles.

miles, burned 10 tons coal, performance 114 pounds per 1,000 gross ton miles.

**Muskogee Sub:** Engineer DUTTON, fireman IRBY, train 789, engine 603, Fayetteville to Muskogee, April 7th, handled 312 passenger car miles, burned 2 tons coal, performance 12.5 pounds per passenger car mile.

#### WESTERN DIVISION

**Perry Sub:** Engineer C. A. HARLEY, fireman E. L. SUTTON, train extra east, engine 1329, Enid to West Tulsa, handled 221,000 gross ton miles, burned 1,325 gallons oil, performance 6 gallons per 1,000 gross ton miles.

Again on May 9th, engineer HARLEY with fireman CANA, in charge of train 634, engine 1326, from Enid to West Tulsa, handled 195,985 gross ton miles, burned 1,699 gallons oil, performance 8.2 gallons per 1,000 gross ton miles.

Engineer GENEAN, fireman BRESAWITZ, train extra, engine 1337, Enid to West Tulsa, May 8th, handled 222,000 gross ton miles, burned 1,560 gallons oil, performance 7.0 gallons per 1,000 gross ton miles.

#### SOUTHWESTERN DIVISION

**Cherokee Sub:** Engineer J. F. TRONE, fireman R. B. ROY, train extra east, engine 4,146, West Tulsa to Afton, April 19th, handled 166,296 gross ton miles, burned 1,312 gallons oil, performance 7.9 gallons per 1,000 gross ton miles.

Engineer J. RASBACH, fireman F. SMITH, train 4, engine 1504, Tulsa to Afton, April 16th, handled 684 passenger car miles, burned 602 gallons oil, performance .88 gallons per passenger car mile.

**Creek Sub:** W. H. SAWYER, fireman I. E. ICE, train extra south, engine 4155, West Tulsa to Francis, April 21st, handled 251,538 gross ton miles, burned 2,113 gallons oil, performance 8 gallons per 1,000 gross ton miles.

Engineer J. G. LEWERS, fireman S. DANIELS, train extra north, engine 4153, Okmulgee to West Tulsa, April 22d, handled 130,247 gross ton miles, burned 1,003 gallons oil, performance 7.7 gallons per 1,000 gross ton miles.

#### NORTHERN DIVISION

**Kansas City Sub:** Engineer F. O. MARSON, fireman T. COLLINS, train 1162, engine 4102, Ft. Scott to Kansas City, April 15th, handled 400,554 gross ton miles, burned 14 tons coal, performance 70 pounds per 1,000 gross ton miles.

Engineer O. NORRIS, fireman B. ALEXANDER, train 162, engine 4149, Ft. Scott to Kansas City, May 4th, handled 419,166 gross ton miles, burned 19 tons coal, performance 90

pounds per 1,000 gross ton miles.

Engineer A. W. BRANSTETTER, fireman H. KENNEY, train 1/131, engine 4124, Kansas City to Ft. Scott, April 9, handled 236,786 gross ton miles, burned 10 tons coal, performance 85 pounds per 1,000 gross ton miles.

Engineer COOPER, fireman KELL, train 3/131, engine 4131, Kansas City to Paola, train haul 2,830 tons, burned 6 tons coal, performance 90 pounds per 1,000 gross ton miles.

Engineer MALONE, fireman C. E. MILLER, train 3/131, engine 4124, Kansas City to Paola, train haul 2,835 tons, burned 7 tons coal, performance 115 pounds per 1,000 gross ton miles. This same crew on April 26, in charge of extra train, engine 4142, Paola to Ft. Scott, handled 2,800 tons, train haul, burned 7 tons coal, performance 88 pounds per 1,000 gross ton miles.

**Wichita-Burton Sub:** Engineer GALLOWAY, fireman BARNES, train 305, engine 1005, Neodesha to Wichita, May 13, handled 418 passenger car miles, burned 4 tons coal, including one ton terminal consumption, performance 19 pounds per passenger car mile.

Engineer GRAY, fireman HURST, train 311, engine 1028, Neodesha to Wichita, May 13, handled 636 passenger car miles, burned 4 tons coal, including one ton terminal consumption, performance 12½ pounds per passenger car mile.

Engineer GRAY, fireman A. MALMGREN, on April 25, in charge of train 311, engine 1028, Neodesha to Wichita and engine 1030 on train 310, Wichita to Neodesha, handled 1,040 passenger car miles on the round trip, burned 8 tons coal, performance 15.3 pounds per passenger car mile, the number of cars handled and coal consumed being the same in each direction.

**Carthage Sub:** Engineer O'NEIL, fireman D. BROWN, train 335, engine 4031, Monett to Neodesha, April 21, handled 231,270 gross ton miles, burned 11 tons coal, performance 96 pounds per 1,000 gross ton miles.

**Afton-Parsons Sub:** Engineer MITCHELL, fireman FLETCHER, engine 4000, Afton to Ft. Scott, April 12, handled 290,880 gross ton miles, burned 12 tons coal, performance 83 pounds per 1,000 gross ton miles. This train was delayed 1 hour 44 minutes on this trip. Total time on road 5 hours 10 minutes. This performance was observed by Mr. G. A. Ermatinger and is considered a very good run and an excellent performance for a 4000 class engine.

#### SOUTHERN DIVISION

**Tupelo Sub:** Engineer PROW, fireman J. HENRY, train 135, engine 4133, Yale to Amory, April 22, han-

dled 253,237 gross ton miles, burned 15 tons coal, performance 102 pounds per 1,000 gross ton miles.

**Willow Springs Sub:** Engineer S. CAHILL, fireman B. DUNCAN, train 103, engine 1062, Springfield to Thayer, April 8, handled 966 passenger car miles, burned 1,001 gallons oil, performance 1.03 gallons per passenger car mile.

**Columbus Sub:** Engineer DIEMER, fireman RICKER, train number 938, engine 1630, Magnolia to Amory, April 10, handled 336,000 gross ton miles, burned 12 tons coal, performance 71 pounds per 1,000 gross ton miles.

Engineer REYNOLDS, fireman CALHOUN, train 938, engine 1632, Magnolia to Amory, April 24, handled 359,000 gross ton miles, burned 13 tons coal, performance 72 pounds per 1,000 gross ton miles.

**Pensacola Sub:** Engineer CHESER, fireman RIDER, train extra south, engine 1627, Magnolia to Pensacola, April 13, handled 297,000 gross ton miles, burned 13 tons coal, performance 87 pounds per 1,000 gross ton miles.

Engineer NORRIS, fireman SERVER, train 938, engine 1632, Pensacola to Magnolia, April 23, handled 241,000 gross ton miles, burned 12 tons coal, performance 99 pounds per 1,000 gross ton miles.

#### RIVER DIVISION

**St. Louis Sub:** Engineer R. S. EDWARDS, fireman T. P. JOHNSON, train 838, engine 4018, Chaffee to St. Louis, April 13, handled 296,286 gross ton miles, burned 13 tons coal, performance 88 pounds per 1,000 gross ton miles.

Engineer WM. COOK, fireman CLAUDE DAUGHERTY, train 806, engine 1053, Chaffee to St. Louis, handled 1,440 passenger car miles, burned 1,000 gallons oil, performance .68 gallons per passenger car mile.

#### TEXAS LINES

**SF&T Sub:** Engineer J. McCLAIN, fireman H. LACKEY, train extra south, engine 1032, Sherman to West Yards, April 10, handled 161,474 gross ton miles, burned 1,060 gallons oil, performance 6.5 gallons or 77 pounds per 1,000 gross ton miles.

Engineer R. L. LAUTERBACH, fireman W. C. CRAIN, train extra south, engine 735, Sherman to Ft. Worth, April 2, handled 126,823 gross ton miles, burned 1,111 gallons oil, performance 8.74 gallons per 1,000 gross ton miles.

Engineer C. M. ROGERS, fireman W. C. CRAIN, train 34, engine 707, Ft. Worth to Sherman, April 14, handled 114,271 gross ton miles, burned 1,143 gallons oil, performance 10 gallons per 1,000 gross ton miles.

# The Pension Roll

**PATRICK JOSEPH WOLFE**, lamp tender, Kansas City terminals, retired March 31, having reached the age limit March 16. He was born in Limerick County, Ireland, March 16, 1860, and was educated in the public schools of Ireland. He entered the service of Frisco Lines at the age of 23 as a track laborer in the Kansas City yards and remained in the employ of the Frisco during the rest of his service. He married Miss Johanna Shine of Kansas City on May 30, 1894, and to them were born five children, four daughters and a son. Mr. and Mrs. Wolfe reside at 3821 Central street, Kansas City, Mo. Continuous service for forty-four years and six months entitles him to a monthly pension allowance of \$34.50, effective from April 1, 1930.

**ISAAC WILLIAM SCUDDER**, locomotive engineer, Western division, was retired March 31, 1930, having reached the age limit, March 23. He was born at El Paso, Ill., March 23, 1860, and was educated in the public schools there. He began working on his father's farm at the age of 18 and in 1880 became a switchman on the Michigan Central, working there



I. W. SCUDDER

for two years then entering the service of the Pullman Company. In 1886 he left the Pullman Company and entered the employ of the Santa Fe, for which road he worked as a fireman and engineer until 1901. He entered the employ of Frisco Lines on June 7, 1901, as an engineer at Neodesha, Kan., and spent the remainder of his service on Frisco Lines, working as freight and passenger engineer. He married Miss Minnie Frances Morgan of Chicago in December, 1884, and to them one son and three daughters were born. His wife and one daughter are dead. Mr. Scudder resides in Enid, Okla. Continuous service of 28 years and 9 months entitles him to a pension allowance of \$71.65 per month, effective from April 1, 1930.

*Six Frisco Lines veteran employes, with combined service of 203 years and 4 months were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held April 16, 1930, at the St. Louis general office.*

**JAMES WESLEY GRAY**, pumper, Northern division, was retired March 31, 1930, having reached the age limit on March 19. He was born near Gardner, Kan., March 19, 1860, and was educated in the schools of Olathe, Kan., and Duncan Mills, Ill. At the age of 29 he entered the employ of Frisco Lines as a pumper at Barnard, Kan., the name of which was



J. W. GRAY

later changed to Boicourt, Kan., and worked there during the rest of his service, serving as pumper, pump repairer and windmill repairer. He married Miss Clara A. Grewell of Forney, Texas, May 9, 1878, and to them were born two sons and a daughter. One of his sons, John William Gray, is an operator on Frisco Lines at LaCygne, Kan. His daughter and first wife are dead. On October 30, 1928, he married Miss Anna B. Mason. Mr. and Mrs. Gray reside at Boicourt. Continuous service of thirty-nine years and nine months entitles him to a pension allowance of \$30.70 a month, effective from April 1, 1930.



E. B. MILLER

**ELDRIDGE BOYD MILLER**, conductor, Northern division, was retired from Frisco service November 9, 1929, because of total disability. He was born at Greenfield, Mo., and was educated there. At the age of 15, he began working in a grocery store. Before coming to Frisco Lines he worked on the Cheyenne & Northern. After three years in the West, he returned to Missouri and worked as a mail clerk be-

tween Monett and Wichita for nine months. Following this he did construction work on the Greenfield and Northern and as a passenger conductor, ran the first train over that road. He continued in service after that road became a part of the Kansas City, Fort Scott and Memphis and later a part of Frisco Lines. He married Miss Bertha Linzee of Pierce City, Mo., on January 7, 1896, and to them were born two daughters. One of his daughters is dead. Mr. and Mrs. Miller reside at Aurora, Mo. Continuous service of 39 years and 8 months entitles him to a monthly pension allowance of \$84.75, effective from April 1.

**FRANK C. FOGERTY**, clerk, accounting department, was retired from the service of Frisco Lines October 2, 1929, because of total disability. He was born at Dorchester, Ill., May 10, 1864, and was educated in the schools of Dorchester, Bunker Hill and Quincy, Ill. He began working at the age of 19, doing statistical work. Before entering the service of Frisco Lines



F. C. FOGERTY

he worked for the M. K. & T. at Dallas, Texas, the C. R. I. & P. at Fort Worth, Texas, and the St. Louis and Southwestern at St. Louis, and Tyler, Texas. He entered the employ of Frisco Lines on April 1, 1903, as a clerk in the interline freight department at Fort Worth, Texas, and spent the remainder of his service in that capacity. He married Miss Alice A. Murray of Whitehall, Ill., on July 29, 1883, and to them were born three sons and a daughter. Mr. and Mrs. Fogerty reside at 1209a N. Grand Blvd., St. Louis, Mo. Continuous service of 26 years and 6 months entitles him to a pension allowance of \$39.50 a month, effective from April 1, 1930.

**JAMES HENRY WARFIELD**, yard engineer, Tulsa terminals, was retired from the service of Frisco Lines October 1, 1929, because of total dis-



ability. He was born at Hayesville, Ky., September 2, 1877, and was educated in the schools at Ekron and Garfield, Ky. He began work at the age of 18 as a clerk in a general store, and in 1900, came to the Indian Territory and entered the employ of the Rea Reed flour mill of Tulsa as an engineer.

J. H. WARFIELD

After two years in this position he entered the employ of Frisco Lines as a machinist's helper at Sapulpa, remaining in Frisco service until his retirement. In 1903 he was promoted from machinist's helper to fireman and in 1907, he became an engineer. He married Miss Myrtle I. Smith at Vinita, Okla., February 24, 1904, and to them two sons were born. Mr. and Mrs. Warfield reside at 1224 Galveston street, Tulsa. Continuous service of twenty-four years and two months entitles him to a monthly pension allowance of \$38.15, effective from March 1.

## In Memoriam

### JAMES SILAS McILVIN

JAMES SILAS McILVIN, pensioned engineer, died in St. Johns Hospital at Springfield, Mo., April 25. Mr. McIlvin, who was retired from active service May 31, 1926, after reaching the age limit; was born May 16, 1856, at Rochester, N. Y. He first took up railroad work through a correspondence course and at the age of twenty-one began service with an eastern road as engine wiper. On November 8, 1899, he entered the service of Frisco Lines as an engineer and was assigned a run on the Southern division where he remained during his entire service. On October 23, 1883, he was married to Miss Ida McGrimes and to them were born six daughters, all of whom are now living. He is also survived by Mrs. McIlvin. His pension allowance was \$61.80 a month and during his lifetime he received a total of \$2,904.60.

### BENJAMIN T. JUDEN

BENJAMIN T. JUDEN, yard clerk, 42 years of age, Blytheville, died at the Frisco hospital, St. Louis, Mo., May 3. Mr. Juden was born at Cape Girardeau, Mo., and entered the service of Frisco Lines at Blytheville, on March 18, 1918, and served there until the time of his death.

### ELNATHAN WALTER ALLEN

ELNATHAN WALTER ALLEN, pensioned operator, died at Mulvane, Kan., on May 5. Mr. Allen, who was retired March 31, 1926, was born March 7, 1856, at Henry, Ill., and attended schools near his home. He entered the service of Frisco Lines as a revising clerk at Oklahoma City in January, 1903, and served later as operator and agent-operator at various places on the Southwestern division until his retirement. He married Miss Mary F. McClung of Winfield, Kan., exact date unknown and to them two sons were born. Mr. Allen was a widower at the time of his death, his two sons surviving him. He was paid a pension allowance of \$24.75 per month and during his lifetime received a total of \$1,236.00.

### JOHN FRANK WINN

JOHN FRANK WINN, pensioned engineering inspector, Springfield, Mo., died April 26, 1930. Mr. Winn, who had been retired March 12, 1929, having reached the age limit, was born March 12, 1859, in Lafayette County, Mo., and was educated in the schools of Dover, Mo. He served in various capacities with a queensware company, a mining company and a mercantile company before he entered the service of Missouri Pacific Lines as a rodman, helping with construction work on the Boonville Branch of that road. He served there from 1886 to 1888. He entered the service of Frisco Lines as a rodman May 8, 1888, and in November, 1890, was transferred to Kansas City where he worked in the engineering department. In 1901, he was made a transitman and in 1904, he was appointed roadmaster, serving the Southern division. He was transferred back to the engineering department in November, 1906, and in 1907 was transferred to the steel bridge department as an inspector. He was appointed engineering inspector in 1919. He married Miss Fannie M. Day of Lockwood, Mo., April 19, 1899, and to them two sons were born. Mr. and Mrs. Winn reside at 517 Delmar avenue, Springfield, Mo. His pension allowance was \$77.70 a month and during his lifetime he had received a total of \$1,010.10.

A Hindu physician, Dhanwantari is believed to have given the first inoculation for small pox, about 1,500 B. C.

The lost cities of Ceylon are believed to have been abandoned on account of Malaria.

## A HEALTH CAMPAIGN

### Education of Parents Will Prevent T. B. in Children, Association Believes

WITH comparatively recent studies indicating that in medicine, as in other things, "As the twig is bent so the tree inclines," the National Tuberculosis Association and its affiliated associations throughout the country will make the prevention of tuberculosis among children the keynote of its third annual Early Diagnosis Campaign to be held during April.

The campaign will be entirely an educational effort, seeking to impress upon the public the fact that tuberculosis usually begins in childhood. All literature issued in connection with the campaign—leaflets, pamphlets, posters, etc.—will bear a child's picture and blaze forth the message to parents: "Protect Them From Tuberculosis," together with the specific advice: "Keep them away from sick people," "Insist on plenty of rest," "Train them in health habits," "Consult the doctor regularly."

Two important diagnostic aids are commonly used by doctors to detect the presence of early tuberculosis before it makes itself known by symptoms. One is the well-known X-ray photograph and the second is the tuberculin test. The latter is a simple, harmless, painless skin test, which shows whether or not there are tubercle bacilli in the body. The presence of the bacilli is indicated by a reddish tint on the skin at the point the tuberculin was applied.

Contrary to an opinion that still persists in some quarters, tuberculosis is not inherited, but is caused only by a germ called the tubercle bacillus. Although the disease often begins in early childhood it is unlike many so-called "children's diseases" in that it is lasting, or chronic. In most cases it develops so slowly as to appear to be asleep, or "latent" until the early adult years, when it ripens into activity and becomes an object of public concern. One purpose of the educational campaign is to remind people that the preventive measures should be taken during the period of latency.

Some of the common methods by which healthy persons, especially children, are infected by tuberculous persons are well known to the public but frequently are ignored. Kissing or fondling children is often a cause of infection, while drinking cups, spoons and food may have tubercle bacilli on them, unknowingly placed there by someone suffering from the disease.



# Homemakers' Page



## Facts Versus Fancies in the Homemakers' Food Schedules

*There once was a lady, so I've been told,  
Who would take anybody's advice;  
And any queer notion of young or old,  
She would always adopt in a trice.*

*Fruits contained acids, so they were taboo,  
And she wouldn't mix proteins with starch;  
But folks who ignored things she thought were true,  
Slowly walked to her funeral march.*

*Now there is this moral in her demise,  
When you hear of some inhibition,  
Beware! until you have had the advice  
Of your "doc" or some good dietician.*

THERE are probably as many food fallacies as there are foods. Despite the foolishness of most of the fads, fancies, diets, and fool "notions," the gullible ones who adhere tenaciously to some pet idea are numbered in the hundreds of thousands. It may safely be said that the average "food fallacy" is responsible for infinitely more harm than good.

This article does not purport to criticize or hold up to ridicule the diet or regimen prescribed for any individual by some one competent to know and understand the particular needs of the individual. To abstain from citrus fruits, such as oranges, lemons and grapefruit merely because they contain acid is to withhold from the body invaluable elements which are necessary to your wellbeing. It is true they contain acid, but it is also true that, upon being eaten, they have an alkaline reaction.

One could go on indefinitely pointing out the deficiencies in various "reducing diets" and exploding pet theories and fallacies which have no foundation in fact. The homemaker, if in doubt as to the advisability of feeding certain foods to any of her brood, should consult with a competent physician before experimenting. If her family are all in good health she should endeavor to avoid monotony in her diet. Fruits and fresh vegetables should be served in abundance

and the diet should be as perfectly balanced as circumstances will permit.

Throughout the year one should remember that fats and oils are necessary for the production of heat and energy. This may be accomplished by using margarine both as a spread and in the preparation of dishes and the following recipes will be found readily adaptable as well as economical.

### Meat Loaf

2 pounds ground beef  
¾ cup sweet milk  
1 egg  
1 cup bread crumbs  
¼ cup lemon juice  
2 tablespoons melted margarine  
2 teaspoons salt  
¼ teaspoon pepper

Combine the ingredients and shape into a loaf. Place this in a baking pan and add one cup of water. Bake in a medium oven from three-quarters to one hour.

### Creamed Mushrooms

1 pound mushrooms  
5 tablespoons margarine  
½ teaspoon salt  
Few grains pepper  
1½ tablespoons flour  
½ cup cream

Clean mushrooms, remove caps and cut both caps and stems in very thin slices. Next melt the margarine and add the sliced mushrooms. Cook three minutes and add the salt and pepper. Dredge with flour and pour over the cream. Cook five minutes more, stirring constantly.

### Bread Pudding

1 quart scalded milk  
2 cups stale bread crumbs  
4 eggs  
2 tablespoons melted margarine  
Nutmeg  
½ cup sugar  
¼ teaspoon soda  
(dissolved in)  
2 teaspoons hot water

Pour milk over the bread crumbs and cover. Let this stand fifteen minutes. Then add well beaten yolks of eggs, margarine, sugar and soda.

Sprinkle a few gratings of nutmeg over this. Next fold in the whites of egg, which have been beaten stiff and turn into a pudding dish, which has first been prepared with margarine to prevent pudding from adhering to the dish, and bake in a moderate oven for forty-five minutes. This may be served cold with a fruit sauce.

### KITCHEN KINKS

Flour should be kept in a cool, dry place, tightly covered.

\* \* \*

Add a slice of lemon to the water when boiling old potatoes, just to give them a better color.

\* \* \*

A few tablespoons of chopped red and green peppers adds much to the attractiveness of cold slaw.

\* \* \*

After greasing the tins for small cakes, dredge a bit of flour into them. The cakes will come out much easier after baking.

\* \* \*

Cucumbers will keep for a week in the refrigerator.

\* \* \*

French and mayonnaise dressing will keep indefinitely in a cool place if kept tightly covered.

### CLUB STILL UNNAMED

In response to the request for a name and membership in a new club to be formed by the Homemakers' Department of the Frisco Magazine, Mrs. H. I. Munday of Mound Valley, Kan. will receive credit for being the first to join.

In addition to the unique recipe she sent in, she has suggested that the club be called "The L. A. L. Club of Frisco Lines." "L. A. L." means Learn a Lot.

Here is the recipe:

### Lovers' Wedding Cake

½ pound sweet temper  
½ pound good looks  
½ pound of self-forgetfulness  
½ pound powdered wits  
½ ounce of dry humor  
½ pound of buttered youth  
2 tablespoons of gentle argument  
½ pint of rippling laughter



## Milady's Wardrobe For Summerwear

**A**ND now for the summer wardrobe.

Not only are the materials and colors most inviting, but there is the added thrill of getting the hem-line just right.

Evening dresses remain long. The printed georgette is seen for both afternoon and evening wear, and lace gowns, in pastel shades, have found great favor. There is a delightful blending of color this spring, although the pastel shades seem to be most desired.

Both three and two-piece suits have come back. They are made in both heavy and light materials, flannel and knitted cloth and seem to fill a long-felt want in milady's wardrobe. We saw at a sports tournament the other day, a delicately pink jersey two-piece frock, with pink kid shoes to match, a pink felt hat and purse to match, and across the shoulders was thrown two beautifully matched white fox furs, with heads sewed together.

The little frock pictured herewith, is serviceable and most attractive. It is of a navy blue and white printed crepe silk, smart, practical and reveals feminine influence in plain blue shoulder bow and bow-tied sleeves.

The tricky cross-over vestee of white silk pique adds distinction to its simplicity of line.

It's straight and slender to just over the knees, where the circular flounce starts to widen into flattering fullness at hem.

A narrow belt of the plain blue crepe marks the natural waistline.

Style No. 2550 may be had in sizes 16, 18 years, 36, 38, 40 and 42-inch bust.

Blue violet wool crepe with vestee and bow trim of matching faille crepe is chic.

Peach pink shantung, lime green flat crepe silk, daffodil yellow linen with white sheer linen, sailor blue pique dotted in white with plain white pique, coral-red chiffon and printed chiffon, voile in black and white with



2550

plain white are charming suggestions.

The pattern price is 15 cents. When ordering please be sure to fill in size of pattern. Address The Peerless Fashion Service, 261 Fifth Avenue, New York City, N. Y.

worth using in all homes.

And now for some more! That's just a starter. Send in your recipes, and until other names are suggested for the club, we'll hold this one open.

Who'll be the next housewife to send in a recipe and a name for the new club?

"Is this the Weather Bureau?"

"Yes, sir."

"How about a shower tonight?"

"It's all right with me. Take it if you need it."

## RECIPES FOR SUMMER

There is no form of exercise comparable with hiking for body building or for the rejuvenation of jaded appetites. If one is inclined to doubt the latter statement, he needs but to take a good hike in the open air to experience the craving for food which comes as a result of "getting back to nature." Because of this feature anyone contemplating a hike will do well to carry out the following suggestions for preparing luncheon. Energy foods are essential, therefore margarine is used in the recipes given because it is rich in the elements necessary for the refueling of the human machine.

### Foundation Spread for Sandwiches

Cream one part of margarine with one-half part of rich milk or cream. Mustard, salt, grated horseradish, chopped parsley, chives, ripe olives, pickles or curry-paste or powder may be added to this for use as a foundation in sandwiches of beef, tomato, game, chicken, fish, cheese, or eggs.

### Rollled Sandwiches

Cut the crusts from a fresh loaf of bread (or if a stale loaf of bread is used, cut off the crusts and wrap for an hour in a cloth wrung from cold water). Spread a thin layer of Foundation Spread on one end of the loaf and then cut from it as thin a slice as possible. If additional filling is used, spread it also on the slice of bread. Roll this slice with the covered side inward and lay it on a napkin, with the edge of the slice downward. When all the sandwiches have been prepared, draw the napkin firmly around the rolls and put them in a cold place until needed. The margarine will harden and hold the rolls together.

In making sandwiches in quantity, route the work so that there will be no waste motions. Allow enough space for cutting the bread, spreading the slices with margarine, and then filling, shaping and wrapping the sandwiches.

Picnic sandwiches should each be wrapped in paraffin paper to retain their freshness.

### Icebox Cookies

2 cups melted margarine	1 teaspoon cinnamon
1 cup white sugar	4 cups flour
1 cup brown sugar	1 teaspoon soda
3 eggs	Brazil nuts, almonds or almonds
1 teaspoon salt	

Mix and sift dry ingredients and add to melted margarine. Next add eggs, nuts and mold in long rolls or pack in deep pan like a bread pan, lined with waxed paper and pat down carefully. Place in icebox to harden. Slice thin, and bake in a moderate oven until a golden brown. Keep dough cold as it cannot be cut when soft.

½ of a wine glass of common sense  
Four pounds of flour of love

Put the flour of love, good looks and sweet temper into a well furnished house. Mix together blindness of faults, self-forgetfulness, dry humor and gentle argument and add to above. Pour in gentle rippling laughter and common sense. Work until well mixed, then bake gently in the warm oven of the heart forever.

This is not only a "wedding cake recipe," but one which will be well



# The TWILIGHT HOUR

*A Page Just for Children*



## INTRODUCING JOAN DILLON

We've left it up to little Joan Dillon, age six months, to introduce the charming and talented children which appear on these two pages.

Perhaps Joan can't talk much, but she can laugh! Can't you just hear her gurgle? She's telling you right



JOAN DILLON

now that it's no trouble at all to sit down and grab both toes. "Bet you can't do it," she says, to those who are quite a bit older than Joan.

Joan is another 100 per cent Frisco baby. If she could talk she'd tell you that her father, Elmer L. Dillon is a first-class machinist at the Springfield North Shops. She knows he's awfully busy, because he leaves early in the morning and she stays at home with mother all day and then daddy returns in the evening, and she shows him how she can grab both toes. The trick never grows old!

Then Joan has four uncles: Uncle George Jury, assistant superintendent; Uncle Alvin Canary, engineer; Uncle Frank Dillon, fireman and Uncle Millard Dillon, fireman.

"It's just too bad I'm not a boy," Joan seems to say, "because if I was, then I know I'd grow up to be a 'sistant superintendent, or an engineer, or a fireman, or work in the big Frisco shops."

But whatever Joan does when she grows to womanhood, she'll always be proud of her father and her four uncles, all Frisco employees.

And now that she has shown you how she can grab hold of both toes, at once, she wants you to go on and look at the other children on these pages.

"There's a whole page of Newburg babies," she says. "Look at them all, because they're darling."

And now that Joan has asked you to look, we're going to tell you about all of them.

## A DANCING DAUGHTER

This dainty little miss, in her flimsy dancing frock is Miss Elizabeth Marie Hansen, age 5 years, the daughter of Mr. E. M. Hansen, clerk in master mechanic's office at Mem-



ELIZABETH MARIE HANSEN

phis. Elizabeth is a student of the Louise Mivelaz School of Dancing, and is one of the schools most accomplished pupils, this is her second year of study, and she is well on her way to the title of one of the best dancing pupils of her age in the school.

## A PERFECT BABY

Vern Edward is just a little shy, but nevertheless, he's got a tiny little smile on his face and he's holding in his chubby little hand the cup which he won for being a 99.2 per cent per-



VERN EDWARD

fect baby at a contest held in Kingston, N. Y., recently.

Vern Edward's mother, Mrs. C. E. Jones of Enid, Okla., was visiting her mother in New York and was urged to enter Vern in the baby contest. This she did and Vern Edward placed third out of 300 entrants in his group.

He's a 99.2 per cent perfect baby, according to New York doctors, but he's a 100 per cent Frisco baby. His mother was Agnes Reynolds, formerly employed by Fred Harvey and his father is C. E. Jones, a Frisco freight conductor on the Western division with twenty years service to his credit.

Spring starts three months earlier for those in Florida and two months later for those in rumble seats.



①

②



③



④

⑤



⑥



⑦

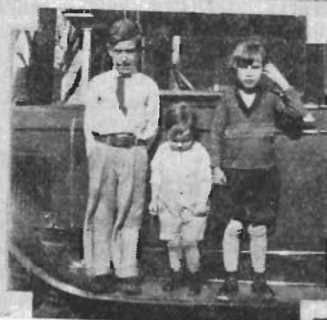
⑧



⑪



⑨



⑩

⑫

## A Page of Newburg, Mo. Children

1—Betty Jane Staggs, eight-year-old daughter of Thomas Staggs, engineer. 2—Jo Ann Hudson, four-year-old granddaughter of S. J. Gorman, yardmaster. 3—Helen, age 9, Raymond, age 10, and Beauletta, age 6, children of Fred Wilson, car inspector. 4—Robert LeRoy Robinson, year-old son of Buck Robinson, car repairer. 5—Doris Lee McNerney, six-year-old daughter of Wm. McNerney, switchman. 6—Mary Magdalen Hutcherson, eight-year-old daughter of H. M. Hutcherson, brakeman. 7—Jeannine Cotham, fourteen-month-old daughter of Mack J. Cotham, clerk. 8—Jack Fellows, ten-year-old grandson of S. E. Fellows, storekeeper; Billie Dean Fulton, six-year-old son of Charles Fulton, engineer, and Ronald Fuller, nine-year-old son of Ed. Fuller, machinist. 9—John Errol Fuller, eight-year-old son of Harry Fuller, machinist. 10—Ralph, age nine, Hugh, Jr., age 4, and Anna May Coursen, age 7, children of Hugh Coursen, machinist. 11—Barbara Davis, eight-year-old daughter of Chas. Davis, fireman. 12—Sharon Rinck, 4-year-old daughter of Walter Rinck, car repairer.





### Sounded Like a Whistle

Builders' Foreman: "Excuse me, but are you the lady wot's singing?"

Lady: "Well, I was singing, why?"

Foreman: "Well, might I ask you not to hang on that top note so long? The men have knocked off twice already, mistakin' it for the dinner whistle."

### FOR YOUR BAD DEBTS

After vainly trying to collect \$40.00 due him from one of his customers the colored man consulted his lawyer. "What reason," his lawyer asked, "does he give for not paying you this money?"

"Boss," said the colored gentleman anxiously, "he's gimme a mighty good reason, sah."

"Well, what is it?"

"He done say, Boss, dat he's been owin' me dat money so long dat de interest has et it all up."

### She Told the Truth

Little Lucy had just returned from the children's party and had been called into the dining room to be exhibited before the dinner guests.

"Tell the ladies what mamma's little darling did at the party," urged the proud mother.

"I frowed up," said Lucy.

### And So On—

"Say, big boy, you're no collar ad."

"Well, you're no Fisher body yourself, darling."

### AT THE FIRESIDE

*The cricket is on the hearth, dear,*

*There's your pipe and a book that's new;*

*Your slippers are by the fire dear,*  
*But where in hell are you?*

### Go On, Tell It

The Irishman: "Did you ever hear the joke about the Egyptian guide who showed a group of tourists two skulls of Tut-ankhamen, one when he was a boy, and the other when he was a man?"

The Englishman: "No, let's hear it."

### For the Extras

"They say he has two cars now."

"Yes, he couldn't get all his accessories on one."

### THE REWARD

In this family there was a large number of small children. Little Willie, age 6, was taken in one morning to see his father who happened to be laid up with influenza. Little Willie was quiet, almost reverent, in the sickroom. When it was time for him to go he went up to his father's bedside and said:

"I bin good, ain't I, pop?"

"Yes, son," the old man whispered.

"Well, then, kin I see the baby?"

### A Recount

A politician was called up at his office recently and notified that his wife had presented him with triplets. He was silent for a moment and then boomed forth; "I demand a recount."

### HER FAULT

A girl met an old flame and decided to high-hat him. "Sorry," she murmured, when the hostess introduced him to her, "I did not get your name."

"I know you didn't," replied the old flame, "but that is not your fault. You tried hard enough."

### One—All

"Say mister," said the little boy to the neighbor. "Are you the man who gave my brother a dog last week?"

"Yes," replied the man.

"Well, ma says to come and take them all back."

### A CIRCULAR LETTER

A young man with a pretty, flirtatious fiancée wrote to a supposed rival: "I've been told that you have been kissing my girl. Come to my office at 11 o'clock, Saturday. I want to have this matter out."

The rival sent his reply: "I have received a copy of your circular and will be present at the meeting."

### One Thing Sure

"I'm afraid you can't waltz very well, Ed?"

"No darling, but I surely can intermission."

### OH!

"So your father is a Southern planter?"

"Yeah, he's an undertaker in Atlanta."

### It Will Take More

"They say Mr. Destyle is financially embarrassed."

"Well, he's horribly in debt, but it would take more than that to embarrass him."—Tid-Bits.

### Restaurant Geography

Waitress—"Hawaii, sir? Hungary?"

Customer—"Yes, Siam. Venice lunch ready?"

Waitress—"I'll Russia to a table. Will you Havana?"

Customer—"Nome. You'll do."

Waitress—"Japan the menu yet? Turkey's nice."

Customer—"O. K. Can't Jamaica little speed?"

Waitress—"Don't think we can Fiji that fast, but Alaska."

Customer—"Never mind. Put a Cuba sugar in my Java."

Waitress—"Sweden it yourself. I'm only here to Servia."

Customer—"Denmark our bill and call the Bosphorous. He'll Kenya. I don't Bolivia know who I am."

Waitress—"No, and I don't Carribean. You guys sure Armenia."

The Boss—"Samoa wise cracks, is it? Don't Genoa the customer is always right? What's got India? Do you think arguing helps business?"

Customer—"Aw, Canada racket. Spain in the neck you give me."

### IN MOURNING

"Is your poor husband gone?" said the minister, seeing an aged woman of the parish had put on heavy mourning.

"Oh, now, he ain't dead."

"Then why the mourning?"

"Well, the old man nagged an' bothered me so much that I've went into mourning again for my first husband."

### Wrong Again

Jones was exceedingly shy. He could not think of a thing to say at the banquet.

Finally the large fat woman at his right turned to him and said, "What a small appetite you have, Mr. Jones."

"To sit next to you," he replied gallantly, "would cause any man to lose his appetite."



# A PAGE OF PRAISE *from* FRISCO FRIENDS

*From Arthur Loudon, San Antonio, Texas, to J. E. Payne, assistant general agent, Tulsa, Okla.:*

"The writer was in an automobile accident close to Beggs, Okla., on the morning of the 18th of March. After receiving first aid, I took train at Beggs for Sherman, Texas.

"Had I been the president of the Frisco System, or the only son of Conductor Geo. E. Dornblaser, who was in charge of the train, I don't believe Mr. Dornblaser could have done more in helping to make this trip pleasant as he did for me. Will you kindly drop him a line and tell him I shall never forget his kindness to me."

*From Mr. H. J. Kilroy, manager, contract division of the De Laval Steam Turbine Company, Trenton, N. J., to W. S. Merchant, general eastern agent, New York City:*

"We have your letter of April 30, and note that the shipment made by us to Oklahoma City, Okla., on April 24, arrived at destination on April 29, and was delivered to the Rock Island on the same day. This was indeed very good service and we want to assure you that it was very much appreciated by both ourselves and the contractors on the job."

*From Mrs. W. H. Preston and her daughter, Miss Ella Preston of Dodge City, Kans., to Mr. E. G. Baker, assistant general freight and passenger agent, Kansas City, Mo.*

"We had a very pleasant trip home from Lynn Haven, Fla., and the ease with which we made it was largely due to you and your agents.

"When we left our local train at Pensacola, a pleasant, smiling, young man, introducing himself as George Villar, Jr., city ticket agent of Frisco Lines, handed us reservation to Birmingham, and in addition to that gave us a telegram with which he had reserved us a good berth from Birmingham to Kansas City. He then personally helped us to the Pullman and told the porter to see that we were made comfortable.

"At Kansas City, your representative, whose card I have misplaced, met us when we left the Frisco train and assisted us to the Santa Fe.

"We cannot tell you how much we appreciate your planning our schedule as you did with a minimum of charges and delays. It is needless to say that we are especially friendly to the

## THANKS, MR. GARDNER

President James H. Gardner of the Gardner Petroleum Company at Tulsa, Okla., was one of the first Frisco patrons to use the new room cars now in service on the Meteor between Oklahoma City, Tulsa and St. Louis. Mr. Gardner rode from Tulsa to St. Louis on May 13, and upon his arrival in St. Louis he wired assistant traffic manager J. E. Payne at Tulsa as follows:

"The comfort and homelikeness of your new single room cars makes rail travel delightful and only a great railway company would provide such service stop. The good bed and wholesome air gives one an appetite for breakfast and a keen edge for the days business stop. Congratulations and thanks. . . James H. Gardner."

Frisco with its splendid service and courteous employees.

*From W. S. Lowery, district manager, Kansas City Life Insurance Company, Springfield, Mo., to C. A. Woodbridge of the West Shops, Springfield, Mo.:*

"I had the pleasure or the privilege of traveling in the cafe-lounge car No. 1801, a built-in-Springfield car, on our Florida Special. Being a native of Springfield, I naturally would be proud of this wonderful piece of work. I took several of my friends through this car and they all said the Frisco was certainly to be commended on turning out such a wonderful piece of workmanship.

"Our trip was a very enjoyable one from the time we left home until our return. The men in charge of our two special trains were real gentlemen. They would always take time to explain any places of interest and the questions asked these gentlemen were many on a trip of this kind, but at no time did anyone receive a cranky answer from one of these men.

"While lounging in the hotel lobby I often heard this remark: 'Did you ever see such wonderful service as the Frisco R. R. gave us?'

"Before arriving at our destination, we began to worry about the wait that we would have to go through at the hotel while being assigned to our rooms. About fifty miles out of Hollywood two gentlemen came through the train, handing out cards with our name and room number on them. We were registered at the hotel before we arrived.

"The train crew looked after our baggage, loaded it on trucks with our name and room number on each piece. This service saved us a lot of trouble and time and was certainly appreciated by all.

"On behalf of the Kansas City Life Insurance Company and my agency, we wish to thank everyone who was instrumental in making our trip a most enjoyable one.

"I am looking forward to our next convention and to traveling via Frisco Lines."

*From R. J. Noble of the Southwest Utility Ice Company, Miami, Okla., to W. H. Bevans, superintendent, Northern division:*

"Due the courtesy and extra effort put forth by your conductor on Train No. 118 on February 5, I was able to make connections with the Missouri-Pacific at Paola for Osawatimie.

"This was indeed a favor as I had a very important meeting with the employees of the company that evening; however, this fact was not made known to your conductor as he made this effort on learning that I was en route to Osawatimie.

"I have always been more than pleased with the service received from Frisco Lines and will say that they are far above the average and use them whenever possible."

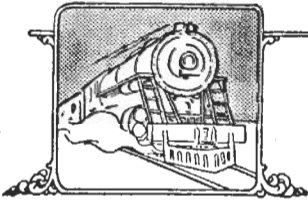
"May we add that the Frisco is a great railroad, and they should be proud of having such efficient, courteous employees attending to their business at Clinton. Again I thank you personally for the excellent service we are getting from you."

*Mr. Earl N. Swan, past president of the Shrine Directors' Association of North America, to Mr. Robt. Hopkins, assistant general agent, Frisco Lines, Oklahoma City.*

"Since returning from the Denver Convention of the Shrine Directors' Association, I have been trying to see you personally to thank you for the splendid service rendered the India Temple delegation to the Convention, both by the Frisco system and you personally.

"Every little detail in connection with the trip to Denver and return was completely arranged to the entire satisfaction of the entire party. While it was impossible for me to return with the party, I know they all appreciated very much the holding of your train at Kansas City in order that they would be able to save considerable time in a lay-over."



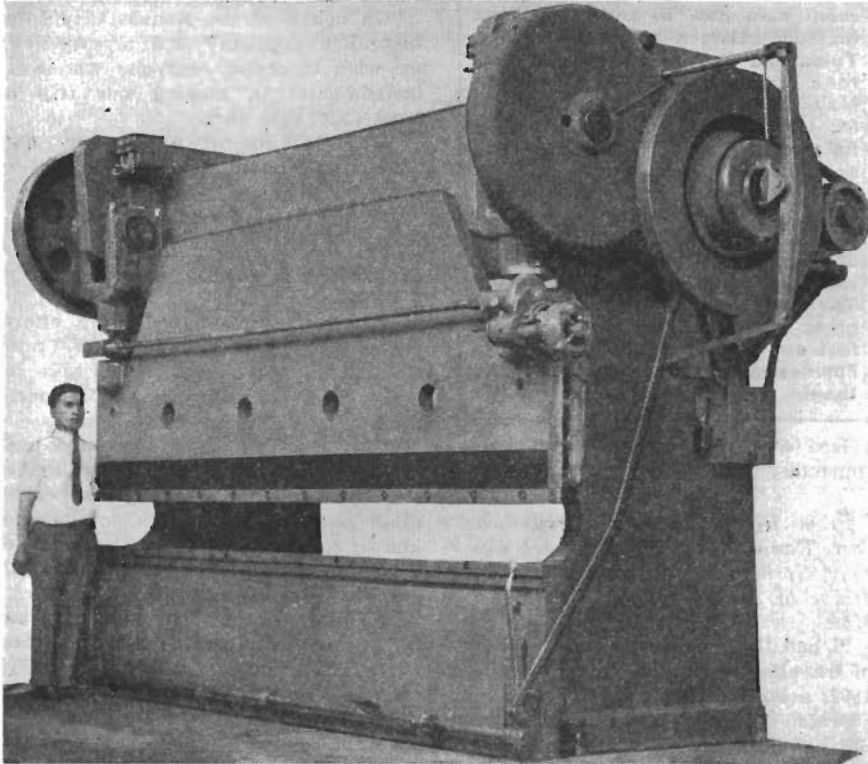


# The FRISCO MECHANIC

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



## Install New Brake Press in West Shops, Springfield



**T**HE immense new Cincinnati Power Brake Press, set up in the West Coach Shop at Springfield, Mo., on March 14, is attracting great attention among the mechanical men of Frisco Lines. This press is used in fabricating sheet metal parts of coaches and cars, such as metal frames of windows, vestibule panels, flanges for lockers, kitchen work in diners, sash rests, etc., by the use of various kinds of dies. The machine weighs 43,000 pounds, and has a pressure of 180 tons. It is the last word in a power brake press, and has a capacity at one stroke to bend  $\frac{3}{8}$ -inch steel ten feet over all length.

It is the type of machine used in locomotive production and by such plants as automobile concerns and the majority of concerns engaged in the fabricating of steel metal parts in practically all branches of the trade. It is a quantity production machine, and will aid greatly in the rebuilding of cars at the West Coach Shop.

The use of formed sheet steel in the mechanical arts and processes is

growing very rapidly and unquestionably has a promising future before it. Wood, and wooden construction, because of its ever-increasing cost and its lack of physical strength and resisting qualities is giving way before it, and will give way in many fields where today it is still supreme.

Shop equipment, metal passenger and freight cars, metal building details and formed-metal structural work are some of the latest inroads in the fields of one-time wood construction. One great handicap that has retarded the more general use of steel has been the high cost of manufacturing. Yet when this equipment is manufactured in a properly equipped works in large quantities, it becomes less expensive than wood. Stock room shelving and bins and many other lines of steel construction can today be bought cheaper than wood, in some cases for less than one-half of the cost of wood, and this machine will greatly aid in the construction work at the shops.

## FRISCO MECHANIC FAMILY NEWS

### LOCAL No. 30—PITTSBURG, KANS.

N. T. MAHAN, Reporter

Mr. Charles Cox, third class machinist, was off duty a few days with a sty but is back to work now.

Alex Murphy, boilermaker from Kansas City, was in Pittsburg a few days repairing one of the stationary boilers. He is a brother to M. P. Murphy, boilermaker here.

Mr. Richard Morris, third class boilermaker, was off duty a few days visiting relatives in Watts, Okla.

Mr. and Mrs. N. T. Mahan are spending a couple of weeks with Mr. Mahan's folks in Oklahoma City.

We are glad to report that Local No. 30, Pittsburg, is 100 per cent.

### PENSACOLA LOCAL No. 14

I. R. HODGEN, Reporter

The metal craft and car department employees gave a barbecue supper, 7:30 p. m., April 22, and quite a crowd was there to enjoy the eats. The smokes were passed around by our general foreman, Mr. J. R. Hirsch. We had many a laugh over the race between Mr. G. P. Pittman, car foreman, and Mr. Frank R. Malone, Brown hoist operator. Mr. Malone was the best runner of the two, finishing about 12 laps ahead of Mr. Pittman. When it comes to barbecued meats Mr. G. H. Payne is the best around these parts, and the barbecue pork sandwiches went like hot cakes. We are looking forward to our next barbecue with the greatest enthusiasm.

Mr. Bird Fitzpatrick, locomotive engineer, attended the fuel meeting held in Chicago this month and he is back here bubbling over with enthusiasm over what he learned at the meeting and he has some good dope to put out to the boys here.

The U. S. census taken of Pensacola has just been completed and shows the population of greater Pensacola to be 41,000, using round figures.

### LOCAL No. 17—TULSA, OKLA.

H. C. PRICE, Reporter

Frisco Association No. 17 met April 21 with an open meeting and a smoker. Special invitations were sent the supervisors. Mr. Geo. Moore was principal speaker. We had visitors from Oklahoma City and Enid locals. Everyone enjoyed the talks from visiting supervisors as well as local ones. Richardson's string band furnished the music. Light refreshments were enjoyed by all. Out-of-town visitors included Mr. Moore of Springfield, Mr. Claud Bond and Mr. Fuller of Enid, and Mr. W. F. Myers of Oklahoma City.

Mr. Joe Shrem, machinist apprentice, is in St. Louis hospital.

C. C. Vassar, machinist, is off account sickness at this writing.

Mr. Marvin McLesky has obtained a 30-day leave of absence, spending it with his mother, who is very ill in Missouri.

Mack Londagin, electrician, has been called to the bedside of his mother in Arkansas who is ill.

Mr. Leonard Strain, backshop machinist, was married Saturday, May 1.

Miss Edna Beach of Sapulpa. The couple are making their home at 1035 McKinley, that city. Congratulations Leonard, and thanks for the news.

Mr. P. J. DeBrosse spent Easter visiting his mother in Monett.

The writer and family spent the Easter holidays visiting in Ft. Worth, Texas, with relatives.

Mr. C. J. Weber, water service repair man, has returned after a thirty days' visit in sunny California.

## WEST TULSA STORES DEPT.

TOM MISHLER, Reporter

Mr. and Mrs. C. O. Mitchell and daughter spent Sunday, May 11, with relatives at Afton, Okla.

Mr. and Mrs. Virgil Yeargain went to St. Louis, April 16, where Mr. Yeargain had his tonsils removed at the Frisco hospital.

Mrs. Dorothea Hyde, comptometer operator, returned to work May 13 after having been absent thirty days account of sickness.

Several of the boys of this department were absent a few days account of sore arms caused by smallpox vaccinations.

Nile S. Woolsey, of the store department, and Miss Gladys Tilford, daughter of Mr. and Mrs. W. C. Tilford, were united in marriage at the bride's home in this city Sunday evening, May 4. The young couple left for a short wedding trip, after which they will be at home at 2134 S. Phoenix. The store room force wishes them a long and happy married life.

L. C. Akin, day counterman, went to Muskogee May 2 after his brother-in-law, L. C. Ross (World War veteran), who had been in the government hospital at that place for several months. J. F. Bradley, foreman, spent Sunday, May 4, with his brother near Mandotte, Okla.

## LOCAL No. 1—SPRINGFIELD, MO.

JOHN O'BRIEN, Reporter

We understand that there are some original deer hunters among us. Geo. Gippert, Geo. Falk were deer hunting while back. Geo. Gippert lost little time in shooting a deer and who should wear about George's lucky shot but the game warden. George reports that it was really Dear Meat.

Fred Murphy, machinist, and family spent several days in Wichita, Kans., recently. Fred comes back with a story worse than any fish story we ever heard, a rabbit story. Fred says he saw 20,000 rabbits in one place. Well, that's your story Fred, stick to it. It took a long time for John Evans to give up that faithful old bicycle, but John may be seen now driving a Pontiac coupe.

Horseshoe games are in full swing at the plant. We believe Harry Royal is the open champion at the present time.

Monthly safety meetings were held at the various units of the shop. John Evans, of the S. M. W. department, gave a very successful demonstration of reviving a person who has been shocked by electricity. These noon meetings are a great help as everyone can get together and express their views on safety.

The fishing bug has bitten quite a number of the boys at the plant. Several fishing trips have been made but the only real proof was brought by that original Pumpkin Center boy, Finis Littrell, who brought back a head of a large fish.

Mr. McHenry, representative of the Motor Company, is with us again. We are glad to welcome him back.

Walter Thompson, son of our general foreman, J. W. Thompson, graduated this month from Harvard uni-

versity and has accepted a position teaching in London, Ont. We all remember Walter as having worked at reclamation plant while attending State Normal here.

Regular meeting of Local No. 1 was held Friday, May 10, at Pythian Castle Hall. It was well attended.

We understand K. C. Bean, our amiable shop checker, was the victim of a moss covered rock. The other morning while KC was coming to work and in crossing the Jordan creek, he trusted to this treacherous rock, and to KC's dismay the rock slipped and—well you know the rest. KC was drying clothes all day long. We understand Mr. Bean has asked for a bridge across this creek.

## LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Ivan E. Fuller, first class machinist, attended the Shrine ceremonies at Springfield.

E. C. Davis, passenger fireman, is driving a new Whippet sedan. St. Louis recently.

L. A. Fuller and family, T. P. A. of Mr. and Mrs. Frank Short visited Kansas City, visited home folks Easter Sunday.

E. L. Dillon and family of Springfield visited friends and relatives of Newburg Easter Sunday.

Jack Hill and family went to the 101 Ranch show at Rolla, April 27, and reported a good time.

Clair Roach, car inspector, and family visited W. S. Harpe of St. Louis.

Mr. S. A. Montgomery was appointed general roundhouse foreman, effective May 1, 1930.

Wm. N. Davis went to St. Louis on business.

Orville Fite, third class machinist, of Springfield visited home folks Sunday, May 13.

D. B. Ege, wife and son, Bobbie, visited Marionville and Springfield.

Mr. and Mrs. R. D. Wilson are spending two weeks' vacation in Hot Springs, Ark. Mr. Wilson is taking treatments for his throat.

Mrs. J. W. Vinson of Springfield, is visiting her daughter, Mrs. E. F. Fuller. Ellis Grayson, Frank Boudinot, and Barney Barnett, went fishing down on the Gasconade. Barney reported the large ones got away.

Mr. and Mrs. Buffington visited friends and relatives in Springfield, April 28.

## RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Jess Glenn has purchased a Chevrolet sedan for his latest transportation facility.

Sorry to report Herbert Salsman still afflicted with rheumatism and unable to be at work.

John Haines is convalescing at the St. Johns hospital since an operation for rupture which he underwent about May 1.

C. A. Nash and family have had as visitors from Birmingham, Ala., his brother-in-law, Luther Denham, and his wife. They spent one day on White river while here and think the Ozark scenery grand.

Frank Herman, accompanied by Alex Watt, sheet metal worker at the north shops, made a recent excursion trip to Memphis. Frank says Memphis must be a very decent sort of city, for he only saw four or five police while there, and they were all together. He was also much impressed by the scenes along the Frisco, especially the cotton fields.

At our latest safety meeting held in the tin shop, Mr. Thompson, chairman, asked for volunteers to demonstrate the approved methods of artificial res-

piration. John Evans, who is scout master of a local troop of boy scouts, volunteered, and selecting Hugh Doran as his victim had him floored and was going through the maneuvers in great style in a short time. He gave an excellent demonstration and the lecture explanation along with it, telling the men how to handle all of them, from the smallest to the largest, which he likened unto George Gippert. John has made several merit marks in scout work the past year and is still studying diligently.

Prevarication about the number and size of fish caught seems to have prompted John Kellogg to have placed on our bulletin board a sign asking the followers of Isaac Walton to bring to the shop the heads of the ones they intend to tell of at our many round table meetings. To date Art Stewart has brought in three fair sized jack salmon heads he flopped out of the clear water of Spring river in Arkansas. But the prize winner so far is the head of a cat fish captured by Finis Littrell in White river, that weighed eleven and three-quarter pounds. This fish's mouth looked large enough to swallow a good-sized frying chicken. Finis says he broke loose from the hook when landed on the bank by a throw line and he had to capture him by jumping onto him cowboy fashion and choke him to death.

## BRIDGE AND BUILDING DEPT. EASTERN DIVISION

ARTHUR BUNCH, Reporter

Mrs. Melvin Hendry recently spent a week visiting relatives at Cushman, Ark.

Ed Poe has not been able to work for several days on account of having the mumps.

John Littrell is back on the job now after several weeks of sickness.

Elizabeth Baron, 16-year-old daughter of Charles Baron, graduated from the Springfield Senior High school this term.

Delmar Pachl, son of Max Pachl, is also another graduate of the Springfield Senior High this year.

Loren Turrentine is now back to work for Charley Baron after a year of breaking on the Eastern division.

Eb Nease, former bridge foreman of gang No. 9, is now working for the Cotton Belt in Arkansas.

Roy Hill also went to the Cotton Belt at the same location.

Barney Henderson is now acting foreman of Nease's gang. They are now working at Steelville, Mo.

Jim Carter and gang are repairing bridges on the leaky roof around Humansville, Mo.

Bill Skyles and gang are now building piers for the highway underpass at Ozark, Mo.

Clyde Cunningham and gang are renewing roofs on the buildings at the west shops.

J. B. Brown and gang are repairing bridges on the high line in and around Harrisonville, Mo.

General repair work around Springfield is being done by Charley Baron and gang.

Charley Wallace and gang are doing general repair work on buildings between Springfield and Monett, Mo.

General repair work between Newburg and St. Louis is being done by Fred Watt's gang.

## LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Born to Mr. and Mrs. Ted Wright, a winsome daughter, April 22, whom they have named Velma Ray. Mr. Wright is a car department employe.

Mr. Wm. Phillips, general foreman at Enid, says his baseball team is progressing rapidly, not counting a few sore arms, and he invites a game with

anything that can wear a glove or throw a ball.

Carl Baker, machinist on night shift, has been off for several days due to a mashed finger, but is now back on the job.

C. C. Bond, John Poling, R. D. Richards, and H. H. Fuller drove to Tulsa the evening of April 21, to attend an open meeting of "Tulsa Local." They report a most enjoyable time and a splendid entertainment that members of Local 17 put on that evening.

Everett "Dutch" Vrooman, machinist, has been off for the past two weeks with a severe attack of measles, but we are pleased to note that he is back on the job.

Ray Shepard is off sick at the present writing.

Wilbur Ayers, air man, is taking a few days off from work to pull dandelions out of his lawn. He says that after he gets them pulled, he puts them in a kettle and boils them, though we can't imagine why.

Talk about being "up in the air," Arch Lamb's paint gang is certainly high minded these days, as they are painting the smokestack at the power plant which goes up into the open 125 feet.

Mrs. Amanda Clinton, wife of G. W. Clinton, stationary fireman, passed away April 26, at a local hospital, after a brief illness. Besides her husband she leaves one son and two daughters of the home, and numerous relatives. Her body was taken to Thomas, Okla., for burial. Brother Clinton and family have the sincere sympathy of the shop forces in this sad hour.

## MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

C. A. Berry, roundhouse foreman, made a trip to Poplar Bluff, Ark.

F. L. Henning, coal chute laborer, has a new Ford truck.

Switchman foreman, E. S. Stone, Sr., and wife are the proud parents of a new baby boy, born April 15, named Arthur Ray; weighed 8 pounds.

Jack Madden, coal chute laborer, is now on a fishing trip.

L. R. Burkhead, night platform man, is still in the Springfield hospital, but is now doing as well as could be expected.

E. Roberts, yard clerk, is off for a few days, Fred Smith, relieving him.

O. C. Jackson, special agent, is now located at Thayer and is expecting to move his family here in the very near future.

Mrs. Joe Gibbons, wife of switchman, is now visiting her daughter at Springfield, Mo.

Frances Bryan, daughter of pumper, is now visiting her father at Hoxie, Ark.

Thayer Ingle, pumper, has now been assigned a regular job at Altmore, Ala.

J. T. Williams, roundhouse foreman, and wife and daughter was at Springfield, Mo., taking in the Shriners' convention, of which they report a very enjoyable time.

Van Miller, operator of West Plains, is now in the St. Louis hospital.

J. T. McElvaney, engineer, has a new sport Chevrolet sedan.

J. Johnson, formerly operator, was a visitor here, who is now located at Tupelo, Miss.

Miss Anne, daughter of Pete Ingle, agent, was recently married to a Mr. Herman Adkins, at Sapulpa, Okla., and who are now making their future home at Tulsa, Okla.

## NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

According to Mr. Frank Junkins, general chairman, and all committeemen, both shops and division, the FA

of MC and CDE is having less complaints at present than at any time since its organization, which speaks well for everyone, as it shows that working conditions are highly satisfactory.

Frank Springer, boilermaker on the second shift, has the sympathy of the roundhouse employees in the loss of his father, whose death occurred at Denver, Colo., during the past month.

Edward Gott, machinist on dead work, has been losing some time lately on account his entire family being stricken with the measles. The children have recovered nicely, but Mrs. Gott is still ill.

James Loser, boilermaker, has moved to his residence at 2005 North Missouri avenue, which he recently purchased.

Leo Diebold, machinist, has returned from Tulsa, Okla., where he spent several days on a temporary vacancy.

John Estes, extra man, has been absent several days on account of the fatal illness and death of his grandmother.

Aldean, the 9-year-old daughter of your reporter, had a terrifying experience recently. While attending a picture show at Nixa, Mo., in company with relatives, in some manner the films were ignited, causing an explosion and fire which destroyed the theater. Fortunately, everyone escaped without injury. "Daddy" hasn't been asked to go to a picture show since then.

Albert Schaffitzel and Dorothy Harrington are the latest victims of Cupid and are now as one. They are at their newly purchased home at 2333 North Summit avenue.

Many and varied are the stories of fishing from our anglers, but the luckiest catch of all goes to George (Ike) Alward, sheet metal worker, who hooked and landed his \$165 Outboard motor which he recently lost in Lake Taneycomo.

Luther Cage, machinist apprentice, has returned to work following an illness of several weeks, which necessitated an operation at the employees' hospital.

Valle Irvin, machinist, is also a victim of illness, having been off for some time and is still unable to report.

Alva Bunch, supplyman, recently took time enough off to make a sight-seeing trip to Black Rock, Ark.

Roy Matthews, machinist on air work, recently showed an eye for business as well as a good deed for the Frisco. When learning of a large lot of wood that the owner was planning to have hauled to Springfield by truck, Roy explained the Frisco service and got him to ship by Frisco. The wood—17 car loads, was shipped at 85 cents per cord cheaper than the trucker was going to haul it. This seems a good argument when someone is saying it is cheaper to ship by truck. Keep up the good work, Roy.

## WEST SHOP MECHANICAL NEWS

JOHN R. FRANKS, Reporter

Mr. Emmett Davis and Miss Viola Lee were married at Ozark, April 30. Mr. Davis is a power plant laborer. We wish them a long, happy life.

Robert M. Thompson, shop watchman, has been off duty account sickness for several weeks. We hope to see him back on the job soon.

Miss Wilma Perrin, daughter of Floyd E. Perrin, blacksmith helper, and Mr. Penny Fraker, were married Sunday, May 10, at Springfield. Mr. Fraker is employed by the Shell Oil Company in St. Louis. Mr. and Mrs. Fraker will make their home in St. Louis. We extend to them the best wishes for long happy lives.

G. L. Walton, of the store room, has one of the new Tom Thumb golf courses, to which he has invited several of his closest friends. It is rumored that Mr. Walton furnishes clubs and knickers to those not equipped.

The American Legion Home is progressing nicely, according to George Morrison, and will be occupied August 15. All ex-service men at the west shop who have not paid the 1930 dues are requested to pay Morrison as soon as possible.

Eyra France, lead man in the steam pipe gang, is planning on driving Paducah, Ky., the last half of May, visit a sister and brother there, turning by way of Memphis. Eyra France has a nice new Dodge and should have a pleasant trip.

## WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

While the giant whale was here before part of April, our foreman J. Wood was called upon to furnish water to the specially built car in which the exhibition was held. Mr. Wood says it was one whale of a job.

Alma Buckmaster, small daughter of Chancy Buckmaster and wife, is showing exceptional talent as a musician, having taken very prominent parts in several recitals recently and receiving very complimentary consideration.

Another musician of note in our family is Miss Koran Tuck, daughter of Mr. and Mrs. Claude Tuck. Miss Koran was leading pianist in a large recital at the Shrine Mosque recently and has been given considerable space in the musical columns of the press of this region.

Almost forgot to mention too the budding genius of the department, Bill (Beagle) Marrs has been "fiddling" at the local meetings recently. He doesn't get as much newspaper space but he sure gets a big hand up at the hall.

Claude Tuck has been assigned to the Southwestern division as water service foreman. We hate to lose him and his estimable family but wish them success.

John Sumner has been assigned to St. Louis as assistant foreman on the Eastern division, taking the place made vacant by the transfer of Claude Tuck.

Charles Loague comes back to Springfield, having bid in the west shop job left vacant by the promotion of John Sumner. We are glad to welcome old "Biggun" and his family back to Springfield.

Miss Mildred Stephens, daughter of Mr. and Mrs. James Stephens, is the only member of a graduating class in the water service family this term. Miss Mildred has made a very enviable record in her studies and we are glad to wish her great strides in her future studies.

James Stephens, who has been filling temporary vacancy at the west shops, has gone back on the road job.

Louis Swearengin has been dabbling in high finance and gone on a big spending spree again. Last week he came into the bridge yard driving a new (?) Dodge car and wearing a straw hat. Upon inquiry we learned that the hat and car were both the same model, 1917.

Wm. Phillips is raising a large garden this season and having used up all the tomato and cabbage plants available, he had to buy some home weeds from Max Pachl to finish setting, what ground he had left.

## SUPERINTENDENT'S OFFICE— WEST SHOPS, SPRINGFIELD, MO.

RUSSELL TODD, Reporter

All employees of the west shops extend deepest sympathy to Mr. A. C. Reeves, superintendent, in the death of his mother at Toronto, Canada.

At this writing Wilson Mills, distribution clerk, is off sick. We wish Wil-

in a speedy recovery. Joe Goodrich, formerly stenographer in this office, but now working Newburg, was a recent visitor. The locomotive department was closed from April 24 to May 5, at which time some of the boys report the fish were biting fine. Those with most of the fish stories are Tony Hart and Hayden Campbell.

It appears quite certain that the baseball team at this shop will be organized according to reports from Albert Conn, manager, saying the team looks very promising. Teams wishing names please write to Manager Conn, care of West Coach Shops.

We have two new apprentices. Wm. Arthur, pipefitter apprentice, and Earl F. Bareford, carpenter apprentice.

Miss Mabel Boren, stenographer, was on a week on her vacation. Mabel reports a very hard week of house cleaning.

A. P. Hasler, machinist, has been off two weeks account being operated on for appendicitis. We wish Paul a speedy recovery.

The latest report is that Bill White, work in store department, has a new Polo shirt.

An interesting game is being played in this shop called "Clean Shop." Each week there is an observation committee appointed to look around the shop and see which is the most clean kept and most unclean. There are two large signs, one of which is for high score and one for low score, which are hung where it can be seen. All departments are very anxious to get high score.

## WEST SHOP MECHANICAL NEWS SPRINGFIELD, MO.

H. BISHOP and B. W. BALDRIDGE,  
Reporters

Jack (Abie) Permar, machinist, was delegate to the convention of Royal Arch Masons at Monett, April 22 and 23.

J. D. Butler, boilermaker, with Mrs. Butler visited in Mountain View the latter part of April.

C. L. Rhodes, machinist, with Mrs. Rhodes and son spent several days in Pensacola, Fla., the latter part of April. Shelby Ely, machinist, spent several days in Thayer, Mo., on business.

Paul Hassler was stricken with appendicitis and removed to the Saint Johns hospital April 15. He is recovering at his home now.

Have a new machinist apprentice in the bolt gang by the name of Howard A. Rust.

Otis Collier, machinist apprentice, recently left the service and returned home to Texas.

Jack Holloway, apprentice, recently visited in his home town, Willow Springs, Mo.

O. E. Skelton, boilermaker, visited in Ava, Mo., during April.

Charlie Green, machinist, visited some folks at Fordland during the week.

Leonard Hughes, machinist, visited his parents at Mountain View, Mo., during the latter part of April.

Marvin Buckner, machinist, with his wife has been visiting in Kansas City. Lawrence Harless, machinist, made a business trip to Birmingham, Ala., during the latter part of April.

Jesse Bishop, machinist, visited the home town of Diggins, Mo., during the recent shut-down.

Carl Mather, machinist, made a trip to Oklahoma City during the shut-down to see the big oil gusher located on his brother-in-law's farm.

Al Elkins and Wade Fulbright, machinists, had their tonsils removed, and they both nearly drowned the first day they came back to work trying to drink out of a fountain.

A. E. Miller, together with his wife, visited with her parents at Cabool, Mo., the last week of April.

Loganberry, boilermaker, visited at his wife's home in Mountain View, Mo., during the last week of April.

## SPRINGFIELD NORTH SHOPS

ALEX WATT and GORDON YOWELL  
Reporters

F. M. Hamilton, machinist, and wife are the proud parents of a son, born May 7. He weighed 8½ pounds. Fred said that he is such a super-fine baby that they have been unable to find a name that will suit him.

Mrs. Wm. J. Bulers, supplyman's wife, will spend the next few weeks with her mother at Pierce City, Mo., helping with the strawberries, leaving Will to keep bachelor's hall.

Frank Calvin, tinner, was off a few days the first of May attending the funeral of his brother's wife, who was killed in an automobile accident near Bloomington, Ill. Their home was in Bloomington.

W. B. Prophet, tinner, unfortunately injured himself, making an operation necessary, and will be laid up for about thirty days.

The writer spent May 5 in Memphis, Tenn. His first trip south of the Mason and Dixon line.

My associate in news gathering for the magazine contributed but few items this month, as he spent half of the time in California. He had such a good time he had even forgotten the combination to his safe when he returned home.

Troy Owens, of the car yards, with his wife and baby visited his mother and sister in St. Louis since our last report.

Between the horseshoe and ball games that are played every noon hour at the north shops, they afford relaxation for those participating in them, and a fine entertainment for the spectators.

Mr. Oniel has just about all of his flower gardens planted on Frisco property. He is more fortunate this year than the past two years as the frost badly damaged them. Everything surely looks fine now.

Claude Perkins, brother of Mrs. A. W. Skelton, died in Joplin Saturday, May 10, after a lingering illness of about four years. He was well known and well liked as was attested by the beautiful floral offerings which were made by friends. Burial was in Joplin.

Among those on the sick list from the mechanical department are: Robert Kelitz, Ed Yelson, Happy Cozard and Bud Dailey.

Erwin Wilkerson, machinist apprentice out of his time, has been assigned a job on the link bench.

Art Wood, machinist apprentice, has been transferred to the roundhouse to finish his time.

Herbert Estes, son of F. E. Estes, machinist, has started on his machinist apprenticeship.

Marion Cooksey, supply man, is sporting a new Chrysler coupe.

## KANSAS CITY MECHANICAL DEPT.

DORAL L. DENISON, Reporter

Mrs. Walter Gordan, wife of boiler-washer, suffered a paralytic stroke recently, but is doing nicely at this writing.

Henry Richardson, machinist helper, and wife are spending sixty days in Swedenburg, Mo., visiting relatives and fishing.

Three of Kansas City's bowling teams made a trip to Springfield to attend the bowling games held there on May 10, the following men made the trip. Joe Super, Roy Salsman, Victor Edwards, William Edwards. Joe Markle, William Blessman, Lee Taylor, Geo. Bell, John Bigelow, Frank House, John Session, William Lewallen, Jr., and William Lewallen, Sr.

Weine-roasting time is here and a number of the day force have attended, including Thomas Davis and family, Clarence Smallwood and wife, John Purtle and family, and a number of friends.

Frank Bratten, machinist laborer, is off on the sick list with an attack of severe foot trouble.

Andrew Frederickson, formerly carpenter in the mechanical department, was retired on May 1, account of reaching the age limit.

On May 2 the Sunnyland Club gave a benefit dance and entertainment for the Frisco ball team, which was a big success, and Kansas City is assured of a well supported ball club this year. The ball club has played two games to date, winning one from the Sugar Creek Merchants 21 to 9, and losing to the DeMolays of Odessa, Mo., 8 to 4.

Frank Haungs and wife, Charles Frizzell and family, John Nachbar and family attended a barbecue given the evening of May 10. Frank Haungs ate so much according to the boys' statement that the only way he could be stopped was when they hid the meat. This barbecue was attended by the famous H. E. Tenor, John Califlower and wife.

Willie Bodam and family have left for a 60-day vacation in Los Angeles, Calif.

John Cashman, extra man, gave an old-fashioned square dance at his home recently which was well attended and everyone had a wonderful time, and we all want to thank Mrs. Cashman for the good cakes.

Elmer Carlson, night roundhouse foreman, says after looking over his potatoes, that the crop looks very promising, we all hope so, for this is Elmer's first year at farming, and we don't want him to get discouraged.

## NORTH SHOP—SPRINGFIELD, MO.

SHERMAN ELLIS, Reporter

Fred Hamilton, machinist in motor car shop, is the proud father of an 8½-pound baby boy, born May 7.

Ed Dyer, machinist in wheel shop, is building a new home of brick and field stone. Ed says he is tired camping outside, and the 17 below zero weather last winter made a believer out of him.

Walter Prophet, sheet metal worker, made quite an interesting talk in behalf of accident prevention during noon hour, May 6.

All records indicate that this shop is having less accidents than it ever had. If everybody puts their shoulder to the wheel we will make still further reductions in accidents.

Harley Cozard, machinist, who has been absent the past several months, suffering from brass poison, is reported as improving. We sincerely hope for his speedy recovery.

Ervin Wilkinson finished his apprenticeship at north roundhouse, May 9, and was given a first-class machinist job in this shop.

Gordon Yowell, special apprentice, motor car shop spent a two weeks' vacation visiting relatives in Parker, Ariz., Los Angeles, Fresno, and San Francisco, Calif., returning by way of Salt Lake City, Utah. Gordon returned to work May 7, and reported a wonderful time.

Wilson Turner, machinist, and family visited relatives at West Plains recently.

Sam Tarbox, tool room attendant, and his wife motored to Kansas City May 15 to visit their daughter over the week-end, returning home Sunday, May 18.

Wilson Turner, machinist, denies that it is impossible to catch fish on Sunday. He and two friends drove to the Niangua river Sunday, May 11. In their day's catch they returned home with seven fish, averaging 2½ pounds each. Wilson says it is all in how you hold your mouth.



**LOCAL No. 7—FORT SMITH, ARK.**

LEE W. CAVINESS, Reporter

Brother John Scherry, machinist, is confined in local hospital with a serious injury to his back, sustained by being struck by an automobile. He will be unable to work for several weeks, but will suffer no permanent disability according to his attending physician.

Mrs. Chas. Cline, wife of Chas. Cline, machinist, is visiting relatives in St. Louis.

Roy West, machinist, is filling a vacancy on the night shift at present.

The fishing season for artificial bait will open May 15. Several members of our local are planning to make their first trip of the year as soon as the present high water is over.

Our ball club, under the management of O. H. Linton, car man, have held their own so far this season; several games have been played and their winnings are more than their losses.

The old shop is beginning to look like a million dollars. A car load of crushed rock has been spread on the floor; walls and woodwork painted and a general cleaning up campaign is on.

On our first meeting night in May we were rained out, however, several of the brave ventured out but were disappointed in finding the hall dark.

There is some talk of a picnic to be held in the early part of June by the members of our association. Final details will be settled at next regular meeting.

Local No. 7 extends deepest expressions of sympathy to Brother C. J. Jeffries, whose mother passed away after a lingering sickness of several years.

**SOUTH TRAIN YARDS  
SPRINGFIELD, MO.**

JESSIE L. BRANDON, Reporter

Mrs. Jessie L. Brandon is at home again after being called to St. Louis on account of the sickness of her daughter, Mrs. J. H. Bock.

Mrs. William Keifer of Kansas City is visiting her parents, Mr. and Mrs. C. H. Canady, at 1053 Blain street. Mr. Canady is a picker at the Frisco freight house.

Mrs. Lee Howell, wife of block clerk, and daughter are visiting Mrs. Howell's sister, Mrs. Ray Heightman, in St. Louis.

We were very much grieved to hear of the death of Arvel Kesterson. He was night foreman at Monett at the time of his death, and had been with the Frisco for a number of years. He had formerly served as night foreman here at the south train yards, Springfield, and we liked him very much, and take this means to extend our sincere sympathy to the bereaved relatives. Mr. Kesterson was a faithful member of the East Avenue Baptist church, of Springfield, and a 32nd degree Mason.

Walter Pittman, employe at the south train yards, is painting his house and it surely has improved its appearance.

**WEST SHOP LOCOMOTIVE DEPT.  
SPRINGFIELD, MO.**

A. E. GODFREY, Reporter

Mr. and Mrs. R. F. Jones spent a few days at Harrison, Ark., during the week of April 28, visiting home folks.

Lewis Nye, boilermaker, spent the week of April 28 in St. Louis visiting his sister.

C. A. Jones, boilermaker, F. E. Ash, boilermaker apprentice, are all smiles over the success of their wonderful fishing trip.

Mr. and Mrs. Claude West spent the week of April 28 at Coverton, Okla., visiting Mrs. West's mother.

Mr. and Mrs. C. R. Davis visited in

Tulsa, Okla., during the week of April 28, with Mr. Davis' sister.

Mr. and Mrs. James Melton visited with Mrs. Melton's sister in Okmulgee, Okla., during the week of April 28.

Mr. and Mrs. Ora Genung spent a week-end recently in Tulsa, Okla., visiting relatives.

We wish to extend the sympathy of the west shop boys to the family of Oscar Lee in the death of his mother in Author, Ill., on May 2.

George Tipton, boilermaker, spent the week of April 28 in Dixon, Mo., visiting friends and relatives.

Ira Smith and family, also Mr. and Mrs. Edward H. Johnson, spent a few days at Bennett Springs recently fishing.

Andy Hughes, boilermaker, has purchased himself a new Ford. Andy is stepping high.

Homer Nichols is sporting a new automobile. He has promised to take all the boys for a little spin.

We were sorry to learn of the illness of Mrs. A. H. Bishop. She has been with her parents at West Plains and at this writing it is reported that she is much improved and will soon be back home. Mr. Bishop is secretary of Local No. 2, west shops local.

On April 29, 1930, Mr. J. D. Allen, tin shop foreman, looked unusually happy. We discovered that on that day he had been elected as "grand-daddy" to young John Wilson Allen.

Murel Bellears looks quite the "ber-ries" in his new car. He exchanged his old Ford for a new one.

Henry Wine has just returned from his honeymoon trip to California. Of course he had a wonderful time.

J. E. Brandon, news reporter for the tin shop, says everything is going fine.

**LOCAL No. 18—BIRMINGHAM, ALA.**

W. A. MYERS, Reporter

Walter Kraff, machinist, is in the hospital at St. Louis undergoing serious operation, which we have learned was successful. We hope he will rapidly improve and regain his health and be back with us soon.

Vincent McAlister, machinist, went on a big fishing trip recently. The trip was large, but "Mc" didn't say whether the fish were or not.

L. M. Westerhouse, general foreman, spent the week-end in Springfield on business.

C. J. Kennedy, our division chairman, has been on the sick list, but we are glad to report that he is back at work again.

Al Dingman, traveling locomotive inspector, spent several days here recently.

Fred Watson, machinist apprentice, has traded in his old Pontiac on a new one. The Pontiac seems to be his favorite car.

Gilbert Fleming, machinist, lost his little son, Donald, age 2½ years, recently. He was a victim of pneumonia. The members of Local No. 18 wish to take this means of expressing our sincere and heartfelt sympathy for him in this sad hour.

John Early, machinist helper, has traded for a Chevrolet coach.

James Nelson, machinist from Pensacola, Fla., is filling a permanent vacancy here. Welcome to our midst, Nelson.

C. Fleck, welder, has been off sick several days, but we are glad to report he is now able to be back with us again.

J. M. Hartle, machinist, was called to Missouri recently account of the death of his brother-in-law. The members of Local No. 18 wish to express to him their sincere sympathy.

Earl Roberts, air brake man of the car department, and Mrs. Roberts will attend the National Air Brake convention at Chicago, May 13 to 16, inclusive.

The majority of the men who were

cut off in the car department, Jan. 1, were put back to work a week. We are glad to see all the back, as it looks good to see the department working practically in force.

**LOCAL No. 24—AMORY, MISS.**

R. F. DEES, Reporter

Miss Marie Moore, sister of Mrs. D. Hansen, was married to Earl Wood at First Methodist church May 12.

R. H. Cook and J. A. McClough, oilers, are each the proud owner of a new bungalow.

R. W. Adams, machinist, and R. Adams were called to Jimmerson, Mo., recently account of the serious illness of Mrs. Adams' uncle.

John L. Sullivan, car foreman, sporting a new Chevrolet.

R. J. Sullivan, boiler inspector, purchased a Frigidaire. Dick says more ice bills now.

G. M. Beggs, locomotive inspector, and R. H. Lamm, wrecker engineer, are still off due to injuries received months ago.

**LOCAL No. 15—OKLAHOMA CITY**

E. W. GEE, Reporter

P. D. Sheehan (Pat), our general yardmaster, went to Tulsa to spend birthday with his son and daughter. Pat says he is now 37 years old. Happy returns of the day to Pat.

General chairman Frank Junker was with us twice in April and attended our regular meeting the Wednesday of this month. We enjoyed his visits.

Conductor P. C. Crosby is filling temporary vacancy on the passenger pool from Oklahoma City to Tulsa.

We regret to report the death of conductor Frank Blairs' wife. We extend to him the sympathy of all the employes at Oklahoma City.

R. H. Francis, road foreman of equipment, has had his territory changed and is now running from Oklahoma City to Monett. Bates, of the Western division, runs from Oklahoma City to Quanah, Tex., formerly covered by B.

John White, division chairman at Tulsa, spent a couple of days visiting members of our local recently. Glad to have him with us.

M. Campbell, pilot, was called to Houston, Texas, on account of illness of his sister. Hope she will soon recover.

The new time card of Southwest division went into effect May 11. On a few minor changes, No. 403 and 412, motor cars to Lawton, were continued. Conductor A. G. Roseberry, of this run, has taken No. 403 and 410 on the west end.

Geo. Howe, car inspector, was off from work several days due to accidentally mashing his fingers in the garage door. He is at work now.

President Myers, who is also captain of the ball team, says he will soon be ready to play and beat any team in the Frisco system. Let us hear from some other captains.

All the car inspectors at Oklahoma City are proud of the Frisco's new cars. They are the best we have ever had. Car Foreman Dow spent some time at St. Louis receiving part of these cars.

Our car foreman, A. M. Dow, has been transferred to Monett, Mo. And in behalf of all the car men here I want to recommend him to the men at Monett. We assure you he is a fine man and hate to give him up. Our best wishes go with him. Jesse Moore, assistant foreman, has succeeded him here. We are glad to see him promoted.

Four new tracks have been added in the east yard to care for increased business. Hope they are always full.





# Frisco Family News

## EASTERN DIVISION

### SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

We are very proud of our June graduates: Miss Arlene Classen, daughter of N. J. Classen, signal maintainer at Olathe, Kans., will graduate from Baker University at Baldwin, Mo., receiving her AB degree in English and has accepted position of teacher in English in Leroy High School at Leroy, Kans. She is a member of the Zeta Thau Alpha Sorority. Dick Uhr, son of our "boss" will graduate from the Springfield High School. Dick intends to enter Drury College next year.

Elmer Warford, son of E. F. Warford, signal maintainer at Memphis, will graduate from the Memphis High School and Miss Nada Miller, daughter of M. J. Miller, signal maintainer at Newburg, will graduate from the Newburg High School. We are sorry we cannot receive Miss Miller's picture in time to be published with the other Frisco family graduates.

Well, Charles Smith, our genial inspector, has finally made good his aspiration about tiring of single bliss and is married to Miss Ruth Williams of Kansas City on May 15th. The signal department wish the new bride and groom every happiness.

Mrs. Ball, wife of D. A. Ball, clerk, had a delightful time visiting in St. Louis earlier in the month.

Donald Ball, our efficient clerk, is in the hospital undergoing a minor operation. We hope to see him at work in a few days.

### OFFICE OF AUDITOR-DISBURSEMENTS, ST. LOUIS, MO.

DOLYNE SCOTT, Reporter

Miss Ellen Roche had a narrow escape from serious injury on the evening of May 6, when she was struck by an automobile and rendered unconscious. Ellen suffered some severe lacerations, but was back at work in two days.

Miss Alma Beyer made a trip to Jefferson City the week-end of May 17. Miss Vashti Grimes spent a few days at Eudora, Ark., and Memphis, Tenn., the last of May.

Miss Emma Lofthagen, who has been on leave of absence due to illness the last August, returned to work on May 13. Emma is looking fine, and we are glad to welcome her back.

Arden B. Ragsdale left May 15 for a day vacation in Frankfort, Ky., visiting his sister.

Raymond Sperry spent a week's vacation the first part of May visiting in Mobile, N. C., New Orleans, Houston, Austin, and San Antonio. He states New Orleans was the most interesting of cities visited, and San Antonio

Jos. Sondag will leave the first of June to spend his vacation in Wisconsin, where he states he has a date with some real fish.

Geo. Bullerdick was off a week the first of May, spending his time out in the county.

O. C. Richardson visited home folks at Bonne Terre May 10.

John Jamison, of the valuation organization, has been transferred to Ft. Scott as general clerk in the division accountant's office.

Word has been received from Cecil Hickerson that his wife has joined him in California, where he is working for the Interstate Commerce Commission.

Vernon Copp has been spending some time on the south end of the Central division, obtaining data for the B. V. 588.

### MECHANICAL DEPARTMENT LINDENWOOD, MO.

J. M. CUNNINGHAM, Reporter

William (Red) Cotter and wife were in Springfield the latter part of April visiting Red's grandfather, Mr. John M. Cotter, who runs the little drug store around the corner at Main and Nichols Sts.

Ward Melton is the proud father of a nine and a quarter pound girl, little Doris Elleen, born Easter Sunday.

Frank Brown returned to work the week of April 28 after a six week's absence on account of illness.

Jim Hall, machinist on passenger work, was in West Plains, Mo., May 1st visiting his wife.

Sam Fowler, Harry Huckins and Mickey Hallick were Lambert Field visitors Sunday, May 4th. After some deliberation Sam & Huck took a twenty minute ride over St. Louis. Mickey did not show much enthusiasm as he had been up before.

Mrs. Arthur Burke and son Johnny Marrice returned to St. Louis on May 12th from Little Rock, Ark., where they visited Mrs. Burke's mother.

On May 1st E. R. McNabb again visited the Garden Spot of the Ozarks, Marshfield, Mo.

Miss Zeta Mary Simpson, formerly employed in Mr. W. J. Ficke's office, paid a visit to the Lindenwood office Monday, May 5th. Miss Simpson is now working in Springfield, Mo.

Mickey Thompson motored to Falling Springs, Ill., April 20th in his Moon brougham which he purchased recently.

Spring has come! Why? Because Jack Ruben is painting his Hupmobile and getting it in shape for the summer months.

Engineer Jack Gardine laid off April 27th after having a tooth extracted that day which proved to be quite painful.

Charles Spuriel Turner, fire chief at the Lindenwood roundhouse, was seen May 10 in a big green Nash sedan which was swaying up and down Fyler avenue.

Mr. and Mrs. C. W. Wilkerson of Cleveland, Ohio, were April visitors at the home of their daughter, Mrs. W. L. Baron.

Jimmie Martin left May 14th for Paris, Texas, for an extended fishing trip.

### F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

DAZEL LEWIS, Reporter

Vacations are the outstanding news items in this department, a number of our force having enjoyed vacations during the past month.

W. A. Warden, OS&D investigator, has returned from a delightful motor trip to Camp Arrow Rock and other points.

H. W. Wilks, OS&D investigator, and family, are enjoying a vacation in Washington, D. C., and other eastern cities. They expect to return via Pittsburgh and Indianapolis.

Marie Morelock, file clerk, visited relatives in Kansas City during her vacation.

Ruby Northcutt, dictaphone operator, has returned from a delightful vacation spent in Mountain Grove.

Mayme Hindman, chief file clerk, spent a pleasant week-end recently in Kansas City, and Katherine Young, typist, also spent a part of her vacation there.

Gertrude Whitaker, dictaphone operator, and Lona Arnold, typist, enjoyed vacations at home this year.

Minnie Bossert, dictaphone operator, resigned from service on April 30, account of her approaching marriage to Mr. James Vaughn of St. Louis. The entire force extends best wishes for their future happiness, altho we much regret to lose Minnie from our midst.

### ST. LOUIS TERMINAL CLUB

WM. GAGHYAN, Reporter

The regular fuel meeting of the St. Louis Terminal district was held at the office of terminal superintendent P. W. Conley, Tower Grove station, May 1, under supervision of J. A. Moran, superintendent of Eastern division. A good number were in attendance and Superintendent Conley extends an invitation for more of the yard and terminal employees to attend these meetings. Lester Fowler, yardmaster, Chouteau avenue, represented the yardmasters at the meeting.

Joe B. Valeroy has been assigned as cashier at the Seventh street freight house. Val was formerly yard clerk at the Gratiot yard office.

Switchman Mat Carrigan, 3 p. m. Ewing avenue job, has purchased a new radio and of course has joined the late hours listeners club for long distance stations.

Dave Page, tonnage man 3 p. m. Gratiot train yards job, has returned to duty after being off account of official business. Harry Fritch has been substituting on the tonnage job.

Dr. C. K. Higgins has relieved Dr. Baldree on the examination car, now making its regular rounds.

Switch crew foreman Al Moxley, of the 11:55 p. m. transfer job, has returned to duty after being off several nights. Paul Sanderback, switchman, has been filling his vacancy.

The new 4 p. m. Chouteau avenue hill job is conducted by Bob Haley.

The Seventh street freight house platform forces, under the foremanship of Rudy Klien, have practically all

been restored to duty and we are all hoping that they will so continue that way, as the Seventh Street forces are practically 100 per cent in membership.

Edward Wojciachowski has resigned his position as stenographer at the hospital and has accepted a position at Peoria, Ill. Eddie has served in the capacity of governor in the St. Louis Terminal Club for the past two years and it is with regret that we lose him.

Mrs. William Gaghy, wife of switchman and the writer, is visiting with friends for a week at Cape Girardeau.

Mr. Dettweller, car inspector, second trip Chouteau avenue, has returned from a trip visiting San Antonio, Houston, New Orleans, and Pensacola, and reports an enjoyable time, and very wonderful surf bathing. He and his son visited his daughter at Pinkneyville last Sunday.

We wish to extend our congratulations and well wishes to our fellow worker and club member and his bride, Dr. C. L. Martin, of our hospital staff, St. Louis, and Miss Clara Huskins, of Clinton, Ind. Mrs. Martin attended the Indiana state Normal. The wedding was solemnized March 29, 1930, at Belleville, Ill.

There are quite a number of changes taking place at this time one the various crews in St. Louis switching district, but we are hoping things will steady themselves at a very early date.

We wish to extend our sympathy to our fellow worker and club member, John (Mickey) Shannon, yard clerk, Gratiot yards, in the death of his mother which occurred on May 4.

The car inspectors at Chouteau avenue, both first, second and third trick, especially the Schulte brothers on the first trick, are very much elated over the cleanliness of their report, relative to their office.

Dr. E. R. Rice has again laid aside those crutches that he has used temporarily and we are extending our best wishes that this trouble will not occur again soon.

Switch crew foreman Frank Ott, of the 7 a. m. Ewing avenue job, is having an entire new dining room set installed. Both uppers and lowers. We are sure that this will make Frank look ten years younger. This refers to Frank's teeth.

J. A. Maroney, general yardmaster, has taken possession of his new office which has been set aside for him in the Gratiot yard office.

The car record department formerly at Tower Grove station has been moved to the Gratiot yard office. Tom O'Toole is in charge of this department.

Charles Maurer, chief bill clerk, Seventh street freight house, is contemplating a trip to Germany in the next few weeks. We wish him an enjoyable trip.

George Schraudenbach has retired to be a country gentleman. He was in the service twenty-six years at the Seventh street freight house.

Klue Stark cashed a check for \$19.00 at one of the banks. After returning to the office Klue discovered that what he thought was a \$1.00 bill turned out to be a \$100.00 bill, Klue having \$118.00 for his \$19.00 check. On discovery he got in communication with the bank and has been highly commended, both by his superiors and the bank.

## FUEL DEPARTMENT—ST. LOUIS

LOUISE GIBSON, Reporter

We have had another successful and enjoyable, as well as instructive, convention of the International Railway Fuel Association, which was held in Chicago, Ill., May 6 to 9, inclusive, and which was attended by the following

fuel department employees and members of their families: Mr. J. E. Whalen, general fuel supervisor, St. Louis; Mr. F. X. Nachtmann, mining engineer, and Mrs. Nachtmann, St. Louis. Mr. Nachtmann served as chairman of the committee on preparation and inspection of fuel and read a very interesting paper before the convention. Mr. Curry, supervisor of fuel economy, and Mrs. Curry, St. Louis; Mr. D. B. Reed, fuel inspector, and Mrs. Reed, Birmingham, Ala.; Mr. C. E. Bissell, fuel inspector, Pittsburg, Kans.; Mr. George L. Schneider, supervisor of fuel economy, Mrs. Schneider and Miss Florence Schneider, their daughter, of Sapulpa, Okla.; Mr. C. J. Beshears, supervisor of fuel economy, and Mrs. Beshears, Springfield, Mo.; Mr. P. V. Hammersly, fuel supervisor, and Mrs. Hammersly, Ft. Smith, Ark.; Mr. M. H. Rodwig, fuel inspector, and Mrs. Rodwig, Tulsa, Okla.; Mr. H. T. Conley, fuel supervisor, and Mrs. Conley, St. Louis; Mr. W. A. Crawford, supervisor of fuel economy, Springfield; Mr. G. T. Allison, supervisor of fuel economy, St. Louis, and Mr. H. E. Martin, chief clerk to fuel agent, St. Louis.

Mr. Martin went to Springfield and competed in the bowling tournament a couple of weeks ago. We have not heard Mr. Martin "expostulate" about his scores but we understand he would rather bowl in the "doubles" than anything else.

Miss Edith Wiessmann was away from the office account of illness. The boys with whom Edith works have asked me to make mention of how sadly she was missed.

Mr. J. A. Lutz, fuel clerk, has purchased a new Ford and besides running it as a service car every morning and evening he is taking Sunday trips to various points of interest. If you want to know where, in the vicinity of St. Louis, any direction, that the best chicken dinner can be obtained, ask Al.

## OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

ELLA STRATTON, Reporter

Thoughts while sleuthing for news: Again in the midst of the strawberry movement. To date 338 cars moved and the peak movement still to come. What is more palatable than Strawberry Short Cake and Jersey Cream—yum! yum!

What thrills await Della Stevenson who leaves soon for California to enjoy the sights of Hollywood and the wonders of Catalina. Wish I were going again.

Hallie Welch, chief typist, back to work now that her mother is very much improved.

Savina Felin and Helen Deckert reading the New York Curb—morning edition.

Helen Mary Dryden to Tulsa for a gay week-end; Harlin Boehm to Joplin, Mo. for the Knights Templar Conclave; Louise Boren off to Lake Taneycomo for a grand vacation; Roy Bonham visiting relatives in Oklahoma.

Two girls that never get out of sorts—Freda House and Florence Kline. Nell Breckenridge and her ideal husband, John, talking baseball.

Cloakroom chatter about Yellowstone denotes Carmen Bowman, and talk of the Ozarks means Clarence Wilkes.

Lester Langsford always associated with LCL shipments and Elbert Hunt always talking diversions.

Friendly, dignified J. W. Dugan, chief weighmaster, coming in off a business trip.

The pleasant telephone voice of Car Service Agent F. L. DeGroat, soliciting business.

George Silvers, Carl Gardner and Geo. Neff — night force — leaving for well-earned rest.

That canary-like whistle indicating Edwin Dubols is working on some heavy Weighing Bureau problems, and so starts another Frisco Day for the Frisco Family.

## MONETT YARD

FRANK L. KYLER, Reporter

Switchman Fred Steele is the possessor of a new Chevrolet six coach. Engine Foreman W. L. Cannady has turned to work at his position on 12:00 midnight hill crew, after being the Springfield hospital nearly thirty days due to injury and illness.

Everyone is well pleased over the turning on of an additional switch crew on hours of 8:00 a. m. to 4:00 p. m. assigned to the crew are: Harry C. Fanning, as foreman, and S. O. Rittenberg and M. E. McClanahan as helpers.

Switchman Fred Balden, who has been working as a borrowed man at Memphis has returned to Monett and reported duty.

The condition of Fireman M. L. Lane who is in the St. Louis Hospital, is reported as about the same. Mr. Lane was injured in an automobile accident March 9.

Mr. and Mrs. Frank L. Kyler and the former's mother, Mrs. R. B. Kyler, motored to Enid, Okla., recently for a visit with relatives.

Switchmen J. A. Griffith and Counts, and Fireman Chas. Rausch, St. Louis visitors recently, calling on Fireman M. L. Lane at the Frisco Hospital while there.

Switchman Jesse Klissell has been admitted to the sanatorium located at Vernon, Mo., for treatment for tuberculosis. We wish him a speedy recovery.

## PASSENGER TRAFFIC DEPARTMENT, ST. LOUIS, MO.

RAYMOND H. RINKEL, Reporter

Straw hat day—here and gone—no straw hats; evidently due to weather. What a break—and right at the time John Stines had a new one bought, ready to wear. It was, however, a good break for C. B. Michels (who recently fell heir to a derby), as he probably will be content with his "top" for a while.

Ed. Benard's "Open Air Taxi" (which our friends, Frank McDonald and John Stines have their daily ride) is no longer on daily schedule and they are taken care of in his Dodge coach.

Willard Chilton and F. J. Melrose were the first to display their coats of sunburn, and were mighty proud of it. Of course, everyone will be showing sun faces before long.

Miss Ansboro insists that we remember the Frisco Men's and Girls' Club Boat Ride, June 18. So let's not forget it. All for one and one for all.

## TELEGRAPH NOTES EASTERN DIVISION

HELEN FELLOWS, Reporter

Greetings to Olen Gale and Nolen, twin sons of Mr. and Mrs. O. O. Galt of Jerome, who put in their appearance April 26. Gib hasn't yet decided what profession he wants them to follow.

First trick Dixon has been abolished, throwing the telegraphing and train work upon the agent. This gave W. L. Leek a bump, who bumped the agent J. Kunz, who, in turn, bumped Ed Burton, third Dixon. Burton is bumped O. L. Harrell, agent Franks.

B. C. Jones bid in second Southwestern Junction, and Fairlawn second was won by Everett Daugherty.

E. C. Wilson, third NY Monett, was suddenly stricken with a heart attack while on duty and died very shortly after being taken to his home. The sympathy of all the telegraphers goes to the bereaved family.

C. M. Leek, third MS Springfield, was off three days, being relieved by C. Carson.

# ASSISTANT SUPERINTENDENT'S OFFICE—NEWBURG, MO.

JOE GOODRICH, Reporter

If anyone ever expects to visit the banks, now is the time to do it. The scenery, in this particular locality at least, is at its best. The many streams are low and clear and the hills are covered with wild flowers and fresh, green foliage, which would delight any landscape painter, and makes just ordinary mornings like us glad to be alive.

That the fishing season has arrived is easily recognized by looking over the shores of ambitious nimrods, who each week-end unload from trains from the city, at points along the Meramec and Gasconade rivers. Several fine catches have been reported, among them a twenty-pound catfish taken from the Meramec at Catawissa.

The condition of Mrs. W. E. Counts, wife of Roadmaster Counts, who has been ill for the past three months, is much improved. Mrs. Counts' recovery has been very slow, but it is hoped it will soon be complete.

Earl G. Douglas and wife were called to Wichita account illness of relatives. Earl is clerk in the station at Rolla.

Another member of the Frisco family who, it would seem, is air-minded, is F. S. Huckins, Jr., son of conductor F. S. Huckins, at Pacific, who has enrolled in the Lambert air school at St. Louis.

The Newburg ball club locked horns with the fast Rolla club May 3 and emerged victors to the tune of 6 to 2. Pitcher Carl Turner, of the Newburg station forces, should have had a shut-out game and would but for an erratic field play. The Newburg boys are feeling pretty good over the victory as Rolla is considered the strongest team in the Moark league.

Business is very good on the Salem branch at this time, a new gas-power shovel having been recently moved into the Cherry Valley district, which, in addition to the old one already there, will increase the daily output of the mines considerable. The charcoal company, also located on this branch, is again in operation after a shut-out of sixty days.

Mrs. Albert Ray, wife of section foreman at Rolla, was recently called to Ft. Smith account serious illness of her son.

Work on the retirement of the old Missouri & Eastern Railway in the Salem branch vicinity is progressing rapidly and is expected to be completed this month.

The spur track at Mile Post 109, near Rolla, which was recently built for the unloading of material by the Regent Construction Company, is being loaded to capacity daily with sand and gravel for the paving of Highway 66. It is expected 1,600 cars of material will be unloaded in that vicinity to take care of this work.

A shipment of thirty cans of rainbow trout minnows from the state hatchery at Bennett Springs to Steelville, on the Salem branch, aroused the interest of local sportsmen as it passed through recently. It was estimated there were over 5,200 fish in the shipment which was in charge of a representative from the hatchery. They were assigned to W. Clonts at Steelville who distributed them over a twelve-mile area in Dry Creek River near Steelville.

Quite a bit of excitement was caused at Salem the night of May 13 when the Cottage hotel, a sixteen-story frame building, burned. Special officer G. Roseman of Newburg, who was on duty at the time, turned in the alarm and, with a visiting St. Louis fireman, led the efforts of the fire fighters in keeping the flames under control and averting damage to neighboring structures.

# OFFICE DIVISION AND STORES ACCOUNTANT SPRINGFIELD, MO.

R. G. LANGSTON, Reporter

W. P. Renshaw attended the Grand Council Royal and Select Masters, as a delegate, which was held in Monett, Mo., April 21 and 22.

L. B. Reed spent a few days in Ft. Smith during latter part of April, as division accountant, during Mr. Sperry's absence.

W. B. Hudson took April 28 as vacation. He and family spent the week-end with his parents in Hartsville, Mo.

H. Kelpe, M. W. Abernathy and Bob Langston drove to the dam at Powersite April 27 for the purpose of enticing some of the finny tribe to forsake the waters of White River and give the anglers a chance to do their stuff. The weather was not of the best but a nice catch was made and a thoroughly good time was enjoyed by everyone. Bob could mention that he caught the biggest fish of his life but he realizes that the declaration would be taken with a grain of salt, so will say no more about it.

H. E. Martin of St. Louis was a visitor May 10. Herb took part in the system bowling tournament, May 10 and 11, held in Springfield.

Henry Kelpe, wife and daughter, left Saturday, May 17, for Fresno, Cal., account the illness of Mrs. Kelpe's sister.

Mr. and Mrs. R. G. Langston drove to Jefferson City, May 17, for a visit with Mr. Langston's parents.

# MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

The sudden and unlooked for death of our night coach foreman, Arvel Kesterson, which occurred on May 7, was indeed a severe shock to his many friends and associates. He had become ill on April 15 and was receiving treatment at the hospital at Springfield, but his condition was not considered serious. Mr. Kesterson was an energetic, industrious worker, and always took care of the job in a very efficient manner, and enjoyed the liking and respect of all who came in contact with him. His family, which resides in Springfield, Mo., is extended our heartfelt condolences.

Engineer D. C. Blakeslee has secured a ninety-day leave of absence, and has departed, in company with his son, Clyde, on an overland trip to Colorado. Mr. Blakeslee is taking the rest account of ill health and plans to live close to nature, secluded in the wilds of the Rockies, and let the wonderful health-giving atmosphere and freedom from care combine forces to bring him back to health.

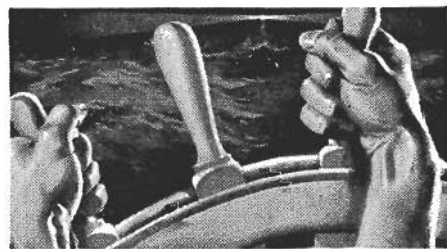
A visit to the bright lights and tall towers of Kansas City was enjoyed by M. H. Cruise and family over a recent week-end. O, the things they did and the sights they saw!

H. B. Harvey, air brake man, was called to Paris, Texas, on May 16, due to the illness of a near relative.

We extend a generous welcome to A. M. Dow and family, who are moving to Monett where Mr. Dow has been appointed to the position of night coach foreman. Coming from a place as large as Oklahoma City no doubt our village will appear quite rustic, but we hope it won't be long until they come to recognize its merits.

Wm. Messmer, coach truckman, is at present undergoing treatment at Mayo Brothers, in Rochester, Minn. He has been unable to work since the middle of March and it is to be hoped those world-famous physicians may be successful in making him a well man again.

Mrs. L. W. Harback and daughters spent several days visiting relatives in Kansas City the week of May 18.



# Your Future Is In Your Own Hands

Don't talk about luck. You are at the helm of your career.

Look around you at the older men, still struggling along in routine jobs, at meager pay. Do you want that kind of a middle age? Or will you be one of the trained men who rise to bigger salaries and positions of genuine leadership?

You can choose, today. Your future is in your own hands. Home study with the International Correspondence Schools has given thousands of men their start toward success—men with no more education, no more ambition, no more capital than yourself.

Hundreds of courses, specially prepared for study at home, lie open before you. Choose the subject that interests you most, and check it on the coupon below. Then mail it and find out how the I. C. S. can help you build your future.

Employees of this road will receive a  
Special Discount

# INTERNATIONAL CORRESPONDENCE SCHOOLS "The Universal University" Box 8605-E, Scranton, Penna.

Without cost or obligation, please send me full particulars about the subject before which I have marked X:

- |   |   |
|---|---|
| <input type="checkbox"/> Locomotive Engineer                          | <input type="checkbox"/> Architects' Blueprints                             |
| <input type="checkbox"/> Locomotive Fireman                           | <input type="checkbox"/> Structural Engineer                                |
| <input type="checkbox"/> Air Brake Inspector                          | <input type="checkbox"/> Rate Clerk <input type="checkbox"/> Station Clerk  |
| <input type="checkbox"/> Roundhouse Foreman                           | <input type="checkbox"/> Bookkeeper   |
| <input type="checkbox"/> Roundhouse Machinist                         | <input type="checkbox"/> Cost Accountant                                    |
| <input type="checkbox"/> Trainman and Carman                          | <input type="checkbox"/> C. P. Accountant                                   |
| <input type="checkbox"/> Electric Locomotive and Train Operator       | <input type="checkbox"/> Industrial Management                              |
| <input type="checkbox"/> Conductor                                    | <input type="checkbox"/> Executive Training                                 |
| <input type="checkbox"/> Machinist <input type="checkbox"/> Toolmaker | <input type="checkbox"/> Stenographer and Typist                            |
| <input type="checkbox"/> Boilermaker                                  | <input type="checkbox"/> Secretarial Work                                   |
| <input type="checkbox"/> Pipefitter <input type="checkbox"/> Tinsmith | <input type="checkbox"/> Telegraph Engineer                                 |
| <input type="checkbox"/> Blacksmith                                   | <input type="checkbox"/> Practical Telephony                                |
| <input type="checkbox"/> Coppermith                                   | <input type="checkbox"/> Gas Engines  |
| <input type="checkbox"/> Electrician                                  | <input type="checkbox"/> Diesel Engines                                     |
| <input type="checkbox"/> Section Foreman                              | <input type="checkbox"/> Aviation Engines <input type="checkbox"/> Surveyor |
| <input type="checkbox"/> Bridge and Building Foreman                  | <input type="checkbox"/> Plumbing <input type="checkbox"/> Steam Fitting    |
| <input type="checkbox"/> Painter <input type="checkbox"/> Carpenter   | <input type="checkbox"/> Heating <input type="checkbox"/> Ventilation       |
| <input type="checkbox"/> Apprentice Training                          | <input type="checkbox"/> Refrigeration                                      |
| <input type="checkbox"/> Railroad Construction                        | <input type="checkbox"/> Grade School Subjects                              |
| <input type="checkbox"/> Civil Engineer                               | <input type="checkbox"/> High School Subjects                               |
| <input type="checkbox"/> Highway Engineer                             | <input type="checkbox"/> Car Repairer <input type="checkbox"/> Inspector    |
| <input type="checkbox"/> Shop Blueprints                              | <input type="checkbox"/> Mechanical Drawing                                 |
| <input type="checkbox"/> Concrete Construction                        | <input type="checkbox"/> Chemistry <input type="checkbox"/> Pharmacy        |
|   | <input type="checkbox"/> Business Correspondence                            |
|   | <input type="checkbox"/> Personnel Management                               |

Name.....

Occupation..... Employed by.....

Street Address.....

City..... State.....

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada

Hard luck seems to be following closely in the wake of Wm. Walpert, machinist, who experienced the second fire in a period of six months on his home property—this time completely destroying his large brooder house and about eleven hundred little chicks. He had just completed the finishing touches on the rebuilding of his home which was almost totally annihilated by fire several months ago—and now

comes this second attack! It would almost require the patience of the Biblical Job to stand up under such an assault of misfortune.

## AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

The first car of strawberries was shipped from Monett May 7, this being an early date; usually our season begins around May 15 to 18. While the yield will be short, the price is unusually good, ranging from \$5.00 to \$6.85 per crate.

E. C. Wilson, who has been working at Monett the past eighteen years as operator at NY office, died very suddenly May 6, heart trouble being given as the cause of death. His wife and two daughters, from Springfield, accompanied his remains to Forbes, Mo., where funeral services were held.

Mr. Samuels is again stationed at Monett for the berry season, looking after the cleaning of MDT refrigerator cars for loading.

Ralph Stewart, former special officer at Monett, but now special agent with headquarters at Chaffee, visited his friends in Monett the first of May.

Peter Stolle, yard foreman, is working his full crew of men replacing ties in passenger yards.

Conductor David Chappell, who has had the run on local between Monett and Rogers for a number of years, dropped dead in the station at Springfield, Ark., May 5. Funeral services were held at his home at Pierce City and was attended by a large number of his friends from Monett.

Miss Jessie Bridwell, a former Frisco telephone operator at Monett, was recently married in Springfield. The best wishes of her friends at this station are extended for a very happy future.

E. O. Gillette, yardmaster, had the exciting experience of almost losing his Pontiac sedan. An attempt was made to get away with the car while it was standing in front of his residence and was later found several blocks away after the would-be thieves failed to unlock the transmission.

William Scott acted as relief ticket clerk at Aurora several days this month.

Will some one please start a tracer to find the whereabouts of one T. W. Campbell, local conductor on 48-49 between Springfield and Monett, as he has been laying off and as this is a very unusual occurrence his friends are anxious to learn of his whereabouts.

Mrs. Arch Long and children are visiting relatives in St. Louis this month.

## ST. LOUIS ADVERTISERS

### INVESTMENT BONDS

AID & COMPANY, Inc.

Security Bldg. ST. LOUIS, MO.  
MEMBERS, ST. LOUIS STOCK EXCHANGE

### MARYLAND HOTEL

Next to Frisco Building  
ST. LOUIS, MO.

POPULAR PRICE EUROPEAN HOTEL

Absolutely Fireproof

Rates: \$1.50 and Up Per Day

Electric Fan (Free) in Every Room

EATS:—Unexcelled CAFETERIA and COFFEE SHOP Service

JEFFERSON 0414

JEFFERSON 0415

### Becht Laundry Co.

We Specialize in  
Family Laundry

3301-11 Bell Av. St. Louis

### Owens Paper Box Co.

413-415 N. First

SAINT LOUIS



MANUFACTURERS  
OF

PLAIN AND FANCY BOXES

### MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTH CUTT, Reporter

Who should be so fortunate as to acquire an Easter bride but Waller Heck. The happy bride, formerly Mary Owens, is well known in Springfield and she, as well as Waller, have the best wishes of their many friends.

Eunice Morrow is at present visiting her sister, Mildred, who is a government employe in New York City. Mildred gets her annual vacation soon and expects to return home with Eunice for a month's stay. On the return trip, they will stop off at Niagara Falls for a short sight-seeing tour.

Mable Campbell is going in strong for swimming and outdoor sports this summer. Says she has to do something to keep from taking on more weight.

After an absence of several weeks we are expecting J. L. Ryan back from Philadelphia. He, with Harry Malette and Fred Raugh, has been in Philadelphia inspecting engines that the Baldwin Locomotive Works built for the Frisco.

The bright Easter frocks that appeared in this office the Saturday before that eventful day, seem to have affected the vision of quite a few of our clerks and stenographers. Those in the office who were forced to purchase new glasses are Jimmy Burns, Chesley Looney, Betty Blake, and the writer.

S. H. Acker had occasion recently to pass around the cigars and candy and we know of no one for whom we could wish greater good luck than being the recipient of a jolly romping boy. They have named the little chap William Fred. Don't know whether the "William" is in honor of some king or not, but we are sure "Sidney's" son will be an honor to Frederick the Great.

Believe it or not: Chesley Looney had a birthday recently. And did he celebrate? We'll say he did. Who wouldn't celebrate when honored by such noted people as Barney Google, Emily Schanatz and Al Capone, not to mention a long list of movie stars and actors. Chesley says he knows now that it pays to advertise and, even though the presents received were only an ABC book and a book of Mother Goose rhymes, we agree with him. Feel sure an abacus could have been added to the list of presents had the donations not been limited to 1 cent each.

### TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

Miss Selma Hoffman, telephone supervisor, has recently returned after a few days' vacation spent visiting relatives in Cincinnati, and Indianapolis.

Miss Mildred LeBolt, secretary, is on vacation. Spending a month in New York and Atlantic City. She is being relieved by Mrs. Charlene Jertberg.

Miss Maude L. Gorsuch, stenographer, has been in St. Johns hospital for two weeks. We hope she will be able to return soon and judging by the favorable reports received we predict an early recovery.

Benton Curtis, messenger, is taking a 30-day leave of absence account of health.

Mrs. L. C. Parker, daughter of M. B. Wood, division lineman, Olathe, Mo., for her home at Morgan, Utah, May, after visiting her father. Mr. Parker is division lineman for the Union Pacific.

Mr. W. O. Long, night wire chief, Ft. Scott, and Mrs. Long had as their guests first part of May, Mr. and Mrs. F. H. Dierssen of Chaffee, also Mr. Helen Gorham of the Sapulpa office visited them en route home from Nevada, Mo., where she had been with a school friend at Cottey College there.

Among the graduates whose photographs appear in this magazine will be noted Miss Irene Teubner, daughter of R. F. Teubner, cashier-operator, Pleasanton, Kans. Miss Teubner was valedictorian of her class, Chester Russell Crain, son of F. W. Crain, agent Paola, Kans. Chester won letters in football and tennis and was elected to membership in the National Athletic Association and one of two student entrants in physics in the interstate contest at Pittsburg, Kans. He will go to college this fall to study electrical engineering.

### OFFICE OF MASTER MECHANIC SPRINGFIELD, MO.

ZETA M. SIMPSON, Reporter

Howdy folks, and greetings from Springfield, the "Heart of the Ozarks." Now that "we" are really here, we like to know who said anything about the sidewalks of New York. We assure you the traffic is nothing compared to that around the Springfield square at 9:00 o'clock on Saturday night, an honest-to-goodness there are four corners to that square with great wide open spaces in the center where you can gaze at the Greene County monument. That's what really keeps you at nights up here. Now we know where certain friends of ours originally acquired those moon gazing habits at you awake, Casey?

April 8, 1930, found Carl Kees smilingly passing cigars and arriving the office in celebration of arrival of a six and one-half year boy. The little chap was named Carl Irvin. Now all we hear about is Junior. Congratulations, Carl!

Speaking of babies, from all reports and the pictures we've seen, we believe traveling inspector George Sprague ought to be about the proudest father on the railroad, and that is more, we rather suspect he is.

Monday, April 28, we were quite surprised when Frank Fay's brother had come to town. However, we later discovered it was no other than Lee Buffington that red, red haired steno from Springfield.

Reports have it that Claude "Bram" Neely of Monett is now the champion on the Eastern division. What about it, Claude?

Mr. Dillard left for the Fuel Convention on No. 4, May 4, and Y.



Truly had the pleasure of his company to St. Louis. Other acquaintances on the train were Mrs. F. J. Gibbons and small daughter, Mary Ann, who were returning to St. Louis from a visit with the home folks at Monett.

Machine foreman Tom Murray of Lindenwood, who had been vacationing at Birmingham and Amory, as well as Springfield, dropped in at the North shops May 14 for a brief visit.

Among the St. Louisians who were Springfield visitors May 10 and 11, were the Misses Mary Berra, Louise Schutte and Myrl "Casey" Jones, Tom Toole and Mr. Stookey. As a matter of fact, all the members of the six star St. Louis bowling teams were present at the first annual Frisco system bowling tournament which was held at Kline's bowling alley, May 10 to 12. After some exciting moments the St. Louisians had to acknowledge defeat.

The officers of the master mechanic and superintendent of North shop have just been given a fresh coat of gray paint in keeping with the spring season.

**OFFICE SUPT. TERMINALS  
SPRINGFIELD, MO.**

**NORMAN HINDS, Reporter**

Mr. L. P. Lavelle, night general yardmaster, has returned to his duties after enjoying a short vacation. L. V. Carver substituted for Mr. Lavelle during his absence.

J. D. Clark has returned to work following a ten-day confinement to his home on account of illness.

E. J. McCrory has purchased a new six-cylinder automobile and is taking a few days off from his duties that he may be able to enjoy to the utmost the pleasure of motoring with a new car.

W. L. Turrentine recently spent a few days in Marionville, Mo., where he attended the funeral of his grandfather, W. P. Norman, who died at the age of 93.

George Briles has returned to his duties after enjoying a short vacation. J. J. McCrory handled Mr. Briles' position during his absence.

Mr. and Mrs. G. D. Laker recently spent a few days visiting in Eureka Springs, Ark., and report a wonderful drive and some very interesting sights.

C. L. Willis, assistant yardmaster, has returned to his duties after enjoying a short vacation. Mr. Willis' position was very ably handled by George Sisk who is congratulated on his success in working a difficult position on his first venture.

C. R. Bortle has been absent several days enjoying a visit to Birmingham, Ala.

A. L. Reynolds is the proud possessor of a powerful new six-cylinder automobile which he recently purchased.

A. A. Biggs is the newest convert to the game of golf and may be seen often on one of the local courses trying to catch old man Par.

M. Finknbinder, south side assistant yardmaster, has been off duty more than a month due to severe illness. He hopes Mr. Finknbinder will soon be able to resume his duties. V. G. Harris is substituting for Mr. Finknbinder during his absence.

F. M. Hall has been off duty several days due to illness.

E. O. Davis is the owner of a jersey and calf, born recently, which is worthy of a place in a circus side-show. The animal possesses only one leg and is apparently due to live a normal length life.

C. Steele is at present confined to his home on account of illness.

Mr. and Mrs. Charles Wasson recently enjoyed a month's visit with friends and relatives in Chicago.

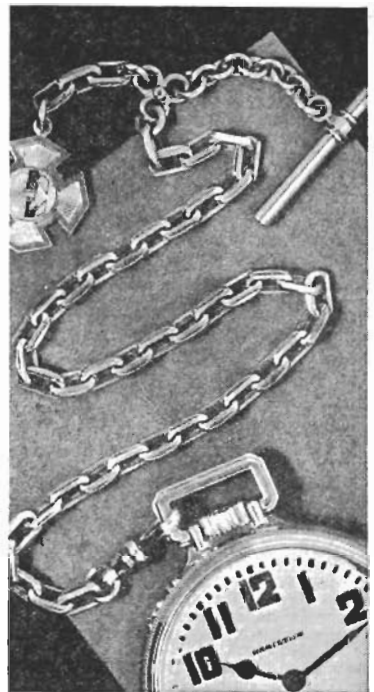
George Chancellor and George McMan have purchased automobiles and are enjoying the pleasures of motoring.

A GOOD WATCH  
•  
D E S E R V E S  
•  
A GOOD CHAIN



IMAGINE yourself without a watch! You'd be lost. A fine watch is part of a railroad man . . . and a good part too. It's mighty important that you guard it with a worthy chain. A chain to stand up under constant handling . . . under dirt and grease . . . under punishing day-in, day-out wear.

Simmons makes such chains! The one at right (30876) was designed especially for Hamilton No. 5 (it may be worn, of course, with other fine watches) and costs \$8.25, alone, yellow gold-filled; and \$10.50, alone, in green or white gold, or a combination of both colors. At your watch inspector's, R. F. Simmons Company, Attleboro, Massachusetts.



**SIMMONS CHAINS**



The swivel says  
it's a Simmons

**OFFICE OF CAR ACCOUNTANT  
SPRINGFIELD, MO.**

**MARIE ARNOLD, Reporter**

With the near approach of June, we hear the faint ting of wedding bells and begin to plan showers and parties for its brides. The first to announce her wedding is Freddie Draughon, secretary to E. F. Tillman. We feel that Freddie is at least a near relative of ours since she shares this first floor with us, even though she is not exactly a member of our office. Mary Howell, Helen Murray and Edith Middleton, in addition to several from other offices, have given lovely showers and parties for Freddie, who will become Mrs. "Jimmie" Inman, the early part of June and leave for her new home in California.

Vera Erke, in our own office, has stepped forth with a new diamond on her engagement finger! Vera is at present vacationing in St. Louis with friends and relatives.

Helen Boehm spent a part of her "enforced vacation," meaning the time she was temporarily laid off, visiting relatives in St. Louis and Hermann, Mo.

Besse Huff is the proud owner of a new Chevrolet coupe and has already made and planned other interesting trips to points of interest around Springfield during the coming summer months. However, her first long trip planned to Eureka Springs was blocked by rain.

With the coming of a holiday, Decoration Day, many are planning to combine that date with their vacations. Anna Kiefer leaves the twenty-first for California to visit relatives and spend a few days in Yosemite National Park.

Mary Howell will visit friends and spend two wonderful weeks of sight-seeing in the Pacific northwest, visiting in Seattle and Portland.

Zella Shawley and Zula Selvidge are ready for their vacation in California, expecting to stop at the Grand Canyon, also visiting San Diego and Oakland, and returning through the Royal Gorge and Denver.

**DIVISION STOREKEEPER'S  
OFFICE—SPRINGFIELD, MO.**

**PEARL A. FAIN, Reporter**

Mr. S. R. Gardner, division storekeeper at West Tulsa, was a visitor to this office the last of the month.

Glen Elsey, formerly of the general storekeeper's office, but now with the signal department of the Frisco, also visited the storeroom the morning of April 28. He and his best partners, Clifton Bernet and Frank Magers, were "passing through" on their private hand car and Glen couldn't resist the temptation to stop a minute. He tells us he likes his new work just fine and the change has certainly agreed with him for he has gained some fifteen pounds during the last few months.

A. M. Click, stock clerk, is experiencing the thrill of being called grandfather for the first time. Little Sharon Jean Montgomery was born in Vega, Texas, the morning of February 17. We should have given Mr. Click this credit last month.

Tom O'Kelley motored to Portageville, Mo., recently to visit relatives over the week-end.

Oscar Cook had the misfortune to mash his thumb quite badly recently. He was building a hen house at his home and evidently missed the nail.

Edgar Morgan, who works on supply car No. 1, had the misfortune to sprain his ankle on the morning of the 5th, but he worked on into St. Louis and was then taken to the hospital there and after receiving treatment he was sent home with orders to stay off his foot for at least two weeks. L. E. Goodman is taking his place on the supply cars.

We are indeed glad to see Mr. E. R. Parker back to work again. Mr. Parker was quite ill at his home on National boulevard for several weeks.

Jimmy Walsh spent about two weeks on the high-line, working at Bolivar, and his place was taken here by Ralph Wilkerson.



Jim Oliver is off work account having dropped a trucking bridge on his foot recently but he expects to be back within a few days. W. D. Price was also off duty a few days account having injured his foot.

J. J. Mangan had to go to the St. Louis hospital for a few days' treatment but we are glad he is now able to report for work.

Sincere sympathy is extended to Tom O'Kelley in the recent death of his brother-in-law, Gregory Rippley, of Alton, Ill. Mr. Rippley was in an automobile accident about ten days ago and his death was caused from injuries received. Mrs. Rippley, Tom's sister, passed away about six months ago.

### GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

STELLA COMEGYS, Reporter

A scrub bowling team composed of Clyde Fullerton, Hinnie Kelpie, Dean Baker, Butch Gustin and Belton Hem-bree, which was coached by L. A. Utley, clerks in store and division accounts offices, played the regular Meteor bowling team of the Frisco league on Wednesday evening, April 17, at the Green Tavern bowling alley.

The scrub team demonstrated their ability by taking two straight games from the Meteors.

Clyde Fullerton, Clifford Kincaid, Luther Utley, Paul Gaylor and Paul Lowery are among those who took some of their vacation during the month of April.

Erma Goddard and Pearl Fain also took some of their vacation during April.

L. A. Utley was seen purchasing a can opener. Wonder if that has anything to do with the new tin fence recently put around the ball park.

Misses Barbara Murray and Ruth Uselton drove to Hahatonka Sunday, May 4, and spent the day. They, like everyone else who has been there, are talking about the beauty of the place.

Mrs. Gertrude Crowe and daughter, Louise, spent Saturday and Sunday, May 3 and 4, in Kansas City visiting Mrs. Crowe's sister.

### OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

Miss Ann McClernon spent three days in Tulsa visiting friends. She is also proudly displaying a miniature pin she received at a banquet of the girls' bowling league held at the Wooden Soldier.

Miss McClernon and Miss Freda Draughon, with birthdays respectively May 16 and 14, entertained friends with a "kid party" May 13 at the McClernon home.

P. W. Arnold, wife, and infant son, Walter, visited in Wichita several days around the first of May. Walter called at the office one evening last week where he made many friends.

Z. M. Dunbar lost two days account illness.

Hobart Madison went fishing but the fish just wouldn't co-operate towards making the event a success.

Don Fellows is setting out flower beds on our lawn.

### NEWBURG, MO., YARDS

MACK J. COTHAM, Reporter

Miss Vivian Potter, daughter of John Potter, caller, graduated with highest honors this year, making an average grade of 99 8/10. This is the highest grade made by a graduating senior in the history of the Newburg High. Miss Potter is only 16 years old and the youngest in her class. She plans to be a foreign missionary and will at-

tend college preparatory to this work.

Louis Hazen, switchman, visited in St. Louis on May 17.

S. J. Gorman, yardmaster, and wife visited in Kansas City with relatives for a few days this month.

E. C. Murphy, clerk, and wife have returned from a visit with relatives in Pittsburgh, recently.

Mrs. J. H. Davis, wife of trainmaster, Sapulpa, returned to her home May 18, following a visit here with Mrs. O. N. Watts, wife of assistant superintendent. Miss Alameda Watts accompanied her home for a visit.

Joe Goodrich, clerk to assistant superintendent, was called to Springfield this month on account of the death of his aunt.

Mrs. R. Vandivort, wife of agent, left May 17 to visit in Springfield and Weaubleau for a few days.

The wedding bells have been ringing for several Newburg Belles recently. One of whom is Miss Hortense Watts, pretty daughter of assistant superintendent Watts of Newburg, to Mr. John Snodgrass of Cape Girardeau, Mo.

Van V. Elting, Frisco watch inspector of this place, and family will leave on June 15 to make their home in Springfield, Mo.

Alex Delashmidt, yard engineer, was called to St. Louis the seventeenth on account of the death of his son.

Lee Williams, switchman, and wife spent the eighteenth visiting in St. Louis.

### AGRICULTURE AND REFRIGERATION DEPARTMENT SPRINGFIELD, MO.

EPPA DELK, Reporter

We hear so much talk of hard times, but Giles Walker and Joe Weddell don't seem to have been affected in the least, as they have just recently made the purchase of Ford coupes.

Mr. and Mrs. R. E. Bagent report a lovely drive to Pittsburg, Kans., with their son, Boyd, who played in the Springfield High School band there.

We are sorry to receive the bulletin of vacancy in the general live stock department, which means that Miss Freddie Draughon is leaving to be married soon, and expects to make her home in California. We certainly wish her everything wonderful and sweet.

Mrs. Temple recently lost her pocket-book containing the most valuable information, such as her book of appointments, expense account, money, and many other memorandums of importance, but luckily she has received a letter from Mrs. Lucy Like, of Gainesville, Ark., stating such a pocket-book is being returned.

Mr. and Mrs. C. T. Rogers report the recovery of their daughters, Doris Marie and Dolores Emily, who have been ill with the measles.

### SOUTHERN DIVISION

#### BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Mrs. J. E. Springer, wife of Asst. traffic manager, attended the convention of the Alabama Federation of Womens' Clubs at Dothan, Ala., early in May and reports a wonderful trip.

Sam McDonough, son of Traffic Manager D. F. McDonough, won the cup for his fraternity—Phi Gamma Delta—in the Inter-Fraternities tennis tournament, University of Alabama, which is the first time his fraternity has won this trophy in several years. Sam slings a wicked tennis racket.

C. J. Snook, retired local agent, was a recent visitor in the office.

## A GOOD INVESTMENT

*Life Is a Fog of Uncertainties*

**P  
R  
O  
T  
E  
C  
T  
I  
O  
N**

What has the future in store for you?

What will your financial condition be tomorrow if you are sick or hurt?

Why not make an investment in protection?

A Continental Policy is the best protection money can buy and will make your financial independence certain if you are sick or hurt.

The premium for your Continental Policy can be handled in convenient installments through your paymaster.

### Continental Casualty Company

*"The Railroad Man's Company"*

CHICAGO

TORONTO

Fred D. Cross, chief clerk, acted as groomsmen in the wedding of his cousin recently; the entire office force were interested in giving Fred pointers on "how to act."

Floyd Oxley succeeded Arthur Larson as rate clerk in this office recently; we welcome Floyd to our family.

Harry J. Brown, traveling freight passenger agent, is now busily engaged Saturday evenings as a baseball player and manager. Harry has charge of the baseball games of the traffic club.

Mrs. Floyd Oxley, wife of our rate clerk, won first prize for the best costume at the "Hick Dance" given by the traffic club. The prize was a \$2.00 gold piece.

Edwin Chenoweth, office boy, has been elected president of the "Mysterious Club" a social club of West End.

The Women's Traffic Club of Birmingham held their first annual banquet and election of officers at the Thomas Jefferson Hotel early in May. A delicious dinner was served after which the guests played bridge in the golf room. The retiring president, ye humble reporter, was presented with a beautiful purse and a gorgeous basket of flowers.

J. E. Springer, Asst. traffic manager, attended the Convention of the Associated Traffic Clubs of America, Cincinnati, Ohio. Reports a delightful trip.

### TRAIN MASTER'S OFFICE AMORY, MISS.

VIOLET GOLDSMITH, Reporter

The following Frisco boys and girls graduate from the Amory High School this spring.

Myrtle Earl, daughter of Mr. and Mrs. W. V. Earl, Mr. Earl is conductor on the Birmingham Sub.

Jim Lacy Gravlee, son of Mr. and Mrs. J. C. Gravlee, Mr. Gravlee is conductor on the Tupelo sub-division. Jim Gravlee will go to Jackson, Mississippi, May 3rd, to represent Amory in the Edison Scholarship Contest. We mainly hope he gets to represent Mississippi in the States Contest.

James Keesee, son of Mr. and Mrs. H. Keesee, Mr. Keesee is engineer on the Columbus Sub.

Paula Mae Lewis, daughter of Mr. and Mrs. Fred Lewis, Mr. Lewis is a brakeman on the Birmingham Sub.

Willie Nye, daughter of Mr. and Mrs. H. Bishop, Mr. Bishop is a fireman on the Columbus Sub.

Katherine Reynolds, daughter of engineer W. G. Reynolds, Mr. Reynolds is engineer on the Columbus Sub.

Paul Norine Roberts, daughter of Mr. and Mrs. H. Roberts, Mr. Roberts is car inspector at Amory.

Charles Smith, son of Mr. and Mrs. J. Smith, Mr. Smith is an engineer on the Birmingham Sub.

Dispatcher T. D. Wages was displaced at Amory by Mr. W. W. Cook who is now working at Ft. Smith, Kansas.

"Red" Collier, yard clerk, has returned from his vacation which he spent with his parents at Beaverton, Kansas.

Several officials were in Amory, May 11, to attend the ball game between the colored Frisco baseball teams of Memphis and Amory. John Sargent, master at the yard office, had acted as umpire in Amory for eighteen years and had never lost a game, so the Memphis team decided to change umpires this year and conductor J. C. Gravlee was chosen, well, Amory still won, 10-8, just can't beat 'em.

Mr. and Mrs. C. C. Mills spent several days in Amory. Mrs. Mills has just returned from California where she spent several months for her health. We are glad to see her looking so well.

Mrs. J. P. Prewitt and Mrs. C. H. Smith attended the Southern Baptist Convention in New Orleans.

Mrs. O. E. Bradley, wife of yard master, spent Mothers' Day in Springfield, Missouri with her mother. Mr. Bradley's mother is visiting her son several weeks in Amory.

Mrs. H. R. Wade, wife of assistant superintendent, is visiting friends in Louisville, Ky.

Mrs. W. V. Stanley, wife of engineer, has been quite ill, but we are glad she is improving now.

Mrs. C. W. Kerr, wife of storekeeper at Amory, has been ill, but is able to be out now.

M. M. Looney, son of Mr. and Mrs. N. Looney graduated from Presbyterian Seminary at Louisville, Ky., May 11.

Mr. and Mrs. Looney attended graduation exercises.

Mr. C. B. Rock is working as car distributor in place of Mr. R. E. Camp, who is attending the O. R. T. Convention at Los Angeles. Several have cards from Mr. Camp, who says his family are having a wonderful time.

Dispatchers Bradley and Patrick, who were cut off at Memphis are coming to Amory, displacing dispatchers Cook and Christopher.

## DIVISION ENGINEER'S OFFICE MEMPHIS, TENN.

C. C. SICKLES, Reporter

During the past several weeks the spring weather has prevailed on the new line. Strawberry shipments have been moving for some time and potato shipments are now under way. A fine crop is expected, which means more business for the company and that is what we all want. At last, one of our members officiated at a wedding, in the capacity of

best man. E. D. Ferguson was the fortunate man. His sister Miss Beulah Ferguson was united in marriage to Mr. L. G. Simmons on April 19th, at Pontotoc, Mississippi. After a church wedding the young couple left for a trip to New York City and Washington. Haven't been able to get much out of Mr. Ferguson about his tuxedo, but he has promised to bring his picture to the office. We all wish the young couple a long and happy wedded life.

C. M. Scott and family spent several days, during the week of April 17th, visiting Mrs. Scott's sister, Miss Betty Gray, at Knoxville. While there, they made an auto trip through the Smoky Mountains.

Mr. Jonah and Mr. Barry of St. Louis, and Mr. E. L. Brand of Chaffee were in Memphis, May 3rd, attending meeting of the St. Francis Levee Board. The meeting was held at West Memphis and we learn from those present that they were served with a big chicken dinner—to which all did full justice.

We understand that the U. S. Government and the City of Memphis, working with the property owners along the river front between the Wolf River wharf and the incline of the Mississippi Warrior Service, expect to greatly improve the river bank by sloping and sodding the bank and building a roadway down near the water line. This work will probably be done this summer.

Next entertainment on the list is the Veteran's Reunion. Already many of the old timers are talking and planning the trip and we extend to them one and all our wish for the best time they have ever had at the reunion and that all will attend many more of them.

C. M. Scott and family spent May 11th at Amory, Miss., visiting at the home of Mr. Al Harrison, Mrs. Scott's brother.

Mrs. J. W. Sickles of Willow Springs spent first two weeks of May visiting at the home of her children, John and Creatie, both of this office.

The position of assistant file clerk was cut off May 15th. The entire force regretted seeing Frank Bauer leave, but we hope that the job will soon be put on and Frank will be with us again.

The Memphis freight house platform is being renewed—but not before it was needed. With the summer months well on the way, the new platform and new awnings are much in line. Some of the fans have been given the once-over and put in shape for the hot days.

R. R. Lamkin, wire chief, Memphis relay office, is still on the sick list. Not much change in his condition, but the entire force is anxious for his early recovery.

W. F. Frazier from the Springfield relay office was transferred to Memphis on April 18, bumping Mr. Paulsell, more familiarly known as 'Pat'. Pat is now working extra at Memphis.

Mr. E. L. Magers is now back with us after several years on other divisions, in the capacity of trainmaster. Mr. McWilliams is now night trainmaster. With these two efficient men on the job we are sure of the very best train movement.

Motto—The best safety device is the Safety Man.

## B&B WATER SERVICE DEPT. SOUTHERN DIVISION

BILLYE BENNETT, Reporter

With the announcer out a part of the time account illness and our clerk traveling out of the State on a vacation, we wonder just what might be expected in the way of a broadcast from Station B&B. At least, the men on the line have been on the job so here's a few of the happenings.



## Thirty Years of Loyal Service to His Railroad

is the seniority rating of Engineman Dan Mulvihill of the Illinois Central System.

Equally meritorious for years of loyal service given Engineman Mulvihill are his favorite gloves—INDIANAPOLIS.

Always ask for INDIANAPOLIS Gloves with the Red Apple Ticket.

THE WORKMAN IS ENTITLED TO THE BEST.

## INDIANAPOLIS GLOVE COMPANY Indianapolis Indiana

Mr. W. A. Digman, our B&B foreman at Barrineau Park, Florida, tells us the new station at that point is practically completed and loads of the fall potato crop can be seen going out any day now.

H. F. Criswell, carpenter in G. T. Miller's gang, tells us of a fine fishing trip which he enjoyed recently in the Tin Saw Lake.

Mr. J. E. Shipman, B&B foreman at Memphis, with Mrs. Shipman spent the week-end of May 11 in Guin, Ala., with relatives. Mrs. Shipman stayed over for a week, and will also visit a daughter in Birmingham before returning home.

One of our B&B inspectors, Mr. G. G. Homer, is now in the St. Louis Hospital where he recently underwent a serious operation. Happy to say that he is getting along nicely and we hope he will soon be back on the job.

Ye reporter was happily encouraged to know that one of the department is enough interested in our column to burn midnight oil to send in a letter of the news in his gang. Thanks to Mr. R. E. Gaines, our B&B foreman, located at Byhalia, Miss.

Mr. Mat Basford, of O. A. Shoberg's gang, spent the week-end of April 27 at his home in West Plains, Mo.

Anyone wanting to know about the wonders of Florida will only have to inquire of our clerk, Mr. J. W. Evans. Johnnie is enjoying a "second honeymoon", he says, with his wife down there. They are visiting in Jacksonville, St. Petersburg, Miami and other points along the Gulf Coast.

Mr. and Mrs. R. E. Gaines enjoyed a motor trip to Beaverton, Ala., on Sunday, May 11. Their son, Ralph, had been down there on a fishing trip for a week and they went down to enjoy the harvest with him, all the good, fresh fish they could eat, so Mr. Gaines says.

We wish to extend best wishes to Mrs. W. A. Digman, wife of one of our foremen, who recently underwent a serious operation at Atmore, Ala. Glad to hear that she is improving rapidly.

J. E. Ross, carpenter in G. T. Miller's gang, Pensacola, is back on the job after having been off with the measles.

Fishing seems to be the popular hobby now. Mr. H. N. Parmer, carpenter in Mr. Digman's gang, has been away enjoying the sport. Says he couldn't wait any longer.

Getting ready for big business at Memphis now. So says Mr. J. E. Shipman, foreman in charge of renewal of the freight platform here. Says he is making it plenty strong and hopes to see it loaded to capacity very soon.

J. P. Miles and O. L. Brown, carpenters with Mr. W. A. Digman, lost several days recently, having had the mumps. Both are back on the job now.

Mr. Orvis Couch, carpenter with Mr. J. H. Livingston, is now in the Springfield Hospital, due to an injury received recently. Our best wishes to Mr. Couch.

Mr. John Stewart, one of Mr. Stanley Horak's men, went to the St. Louis Hospital on April 27 for treatment for his eyes. Hope he's seeing things better now.

### FRISCO FREIGHT HOUSE BIRMINGHAM, ALA.

A. C. HANSON, Reporter

Mrs. Pauline Burt, report clerk, was called to Atlanta, Ga., last week, account of the death of her brother, who died very suddenly. We sympathize with her in her loss and sadness.

Paul Gillian, delivery clerk, is absent from his duties on a trip to Dallas, visiting relatives.

L. T. Hatcher, belt clerk, made a pleasant visit to Muscle Shoals last week-end and reported a wonderful place to fish.

The severe drouth has been broken in this vicinity this week by frequent showers, the rains were very much needed.

Woodrow Pfeiffer, collector, has been assigned to the position of yard clerk at East Birmingham yards, succeeding Bruce King, who is out of the service at present.

Glen Bachschles, is serving as collector since the promotion of Pfeiffer to yard clerk at East Birmingham office.

Joe Sherman, night clerk, reports a wonderful fishing trip to a nearby lake recently. He produced enough evidence to prove his fish tale and several of the office force have a desire to fish, too.

### LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

A. V. Garrett, OS&D clerk, returned to work April 18 after one year's absence account illness, and during that time he says he gained one pound.

Our baseball team is going strong, not having lost a game so far, and the boys look mighty nice in their new uniforms. On April 20 they played the Dixie Cubs, score 10 to 1. On April 27 the Chickasaws, score 9 to 4, and May 11 the Blockman Company team, 13 to 1.

W. A. Moore, assistant platform foreman, returned from Los Angeles April 22, where he was called account the illness of his father, and we are sorry to hear of the death of his father, who died a few hours before he reached there.

J. H. Norman, demurrage clerk, has been added to the veteran's list, having been with the company twenty years in March.

Miss Garland Hays, typist in the revising bureau, was off April 28 account

illness, Miss Alice Markham relieving her that day.

John A. Ladd, uncollected clerk, and W. O. Farris, assistant disposition clerk, have also been on the sick list recently.

Theodore Birkner, bill clerk, and Miss Louise McAlexander were married in Hernando, Miss., April 30. Mr. and Mrs. H. Q. Flanigan were their only attendants. This office presented them with a bridge lamp as a wedding gift and we all wish for them every happiness.

Mrs. B. S. Linville and daughter, Lucille, wife and daughter of night chief clerk, left April 30 for two or three months' stay in Tucumcari, N. M., and Los Angeles, Calif.

F. L. Aikin and wife, accounting clerk, gave a surprise party the night of May 5 for his mother and father, celebrating their golden anniversary.

Mr. and Mrs. J. H. Brewer, check and receiving clerk, spent several days' vacation recently in Shreveport and New Orleans.

John M. Farrell, messenger, has gone to Dallas, Texas, to make his home with an uncle.

Mrs. J. L. Fazzi, wife of inbound delivery clerk, left May 10 for Chattanooga, Tenn., to meet her brother, who is driving here from New York City for a visit.

Clarence Maupin, carload bill clerk, together with Mrs. Maupin, returned May 12 from a ten-day vacation, spent in Stillwell, Kans.

Leon Rohrbach, demurrage clerk, was called to Shawnee, Okla., May 10, account illness of his father, returning May 14. His father is still very sick.

Miss Maxine Wright of Hoxie, Ark., daughter of J. F. Wright, chief bill clerk, spent May 16 here with her father.

### OFFICE OF LOCAL AGENT ALICEVILLE, ALA.

L. S. BROPHY, Reporter

Operator P. L. Tomlin was displaced on the third trick by Operator J. E. Price from Linden, and at this writing Price is being displaced by M. C. Baker, who, in turn, is being displaced by F. M. Means from Holly Springs.

We are in need of rain, early crops are suffering badly.

A. H. Hughes, traveling auditor, made a check of this station April 27 and 28.

W. H. Crow, general agent, Pensacola, was a recent visitor in Aliceville.

We have been enjoying fresh strawberries, new potatoes and cabbage for the past 15 days.

Mrs. W. W. Moore and daughter, Martha, wife and daughter of Clerk W. W. Moore of this station, are spending a vacation with relatives at Townley, Ala.

### OFFICE OF TERMINAL ACCOUNT- ANT-BIRMINGHAM, ALA.

G. T. DUNLAP, Reporter

R. W. James went to Columbus and Savannah, Ga., during the latter part of April, on business.

O. H. Hummel plans to spend several days visiting with his parents in St. Louis during the last week of May. Oscar's mother and sister, Dorothy are to leave June 1 for a three-months visit with Mrs. Hummel's mother in Merschingen, Germany.

Eula Montgomery bid in the position as steno-clerk in the office of superintendent of terminals, and we hope that she is successful in her new work.

Louise Weidman was employed to fill the vacancy made by Miss Montgomery's transfer.

We were all glad to see the long spring drouth broken by recent rains.

**PREPARE — for that Bigger Job**

Many world leaders are ex-telegraphers. Money—Adventure—Travel—reward money—know code. Learn easily—quickly—with the EX-TELEX, Master Teacher. Write for folder to EX-TELEX CO., 76 Cortlandt St., New York.

**LEARN TELEGRAPHY AT HOME WITH Teleplex**

### JONESBORO TICKET OFFICE JONESBORO, ARK.

W. A. SANDERS, Reporter

A. H. Poe, warehouseman, Jonesboro, left for the St. Louis hospital, May 1. He is being relieved by Wright Lawson, extra clerk.

L. A. Jacobs, engineer, Jonesboro yard, has been laying off the early part of May account of sickness and is being relieved by G. H. Bowers, engineer from Thayer.

W. H. Millinder, engine foreman, has been on the sick list for several days during the last half of April, but at present is back on the job again.

Geo. Barbee, local conductor, spent May 3 and 4 in Jefferson City on personal business. He was relieved by B. F. Carter, conductor from Thayer.

W. H. Denton, fireman, Thayer, has bumped C. B. Crowe, hostler in the Jonesboro yard and Crowe has bumped C. E. Holt off the second trick switch engine. Holt goes on the extra board.

W. H. Houston, night expense clerk and caller, visited in Birmingham, May 1 and 4.

Roach Finch, yard switchman, Jonesboro, spent Sunday, April 27, fishing on the St. Francois River. It rained that day, thereby the usual hard luck story.

Jim Blalock, night yard clerk, spent Sunday and Sunday night, May 4, camping with his family five miles south of Bay, Ark., in the bottoms.

### TULSA ADVERTISERS

#### HENRY ADAMSON & LEFLORE POTEAU

COAL & MINING COMPANIES

MINERS and SHIPPERS

of  
TULSA CHIEF (Bituminous)

and  
POTEAU CHIEF (Semi-Anthr.)  
COALS

Mines Located at  
TULSA and POTEAU, OKLA.

WHEN IN THE MARKET FOR

COAL OF ANY GRADE

Call Phones: Residence 9681—Office 46388

OR WRITE US AT

TULSA, OKLA. R. R. 1, Box 64

#### Peter Adamson Coal and Mining Company

TULSA - - OKLAHOMA

# MINCKS HOTEL--TULSA, OKLA.

The Pensacola bunch have promised them a big time, I understand.

C. W. Yarbrough, telegrapher, Jonesboro, who has been out west for the past year, is expected to return to work some time during June, according to a letter received from him.

A book of rule meeting was held in Jonesboro during April. Mr. Mills and Mr. Callahan attended. Many questions were asked and notes made and lots of real satisfaction was gained at this meeting.

C. D. Rogers, extra telegrapher, who makes his headquarters at Jonesboro, is now working extra on the River division at Biggers, Ark.

C. F. Moffit, agent, bumped E. T. Metz, Nettleton, Ark., and Metz went to Mountain View, Mo., where he will bump the agent there.

L. J. Berjot, night engine foreman, Jonesboro yard, was off May 1 and 2, account of sickness.

Frank Heller, third trick operator, Nettleton, Ark., has joined up with the (pros) tennis players around Nettleton. We look for great records this season from Frank.

The A. B. Jones Frisco Tennis Club of Jonesboro, have put their court in shape and are experimenting with new candidates for membership in this club. Al. Tracy, son of roundhouse foreman L. J. Tracy, is president and W. A. Sanders, operator, is secretary of this club and it is expected they will send two delegates to the Northeast Arkansas tournament this year from this court.

Business is looking better around this vicinity, there has been plenty of rain and crops are in good condition and we expect a bumper year for Northeastern Arkansas this year.

#### NEW ALBANY, MISS.

W. A. MOORE, Reporter

Mr. Vernon Waldrop is regularly assigned to the cashier's job.

We have had a splendid business since October—also had a good city business, 20 team track loads inbound—kept the efficient yard clerk, Foster, in high. Worked 31 cars of merchandise; also kept warehouse clerk T. B. Heflin busy. In fact, we have all earned our money.

Weather conditions have been favorable for planting the coming crop. Most of the land has been prepared and some corn and cotton planted. We have received this season 109 cars of fertilizer, which have been distributed among the farmers. Farmers report cotton acreage some less than last year and an increase in corn and other foodstuff.

The outlook for industrial and civic expansion is good, and a review of our banks and business firms of our city would indicate that Union County financial conditions are better, and business men are optimistic for good business.

#### MAGNOLIA TERMINALS MAGNOLIA, ALA.

O. J. GULICK, Reporter

F. A. Chastain has moved his bridge from the Pensacola Sub to Marked Rock, Ark., where they are building some new bridges.

The Misses Opal and Cleo Rogers, daughters of section foreman B. F. Rogers at Magnolia, were visiting relatives in Alice the first of the month.

We feel quite cityfied here now, as the new agent for the Railway Express company was in Magnolia and opened up a express office and initiated Agent T. Patterson into the inner workings.

Patterson's bridge gang, which has been located at Magnolia for a few days, has now moved to Hybart, Ala., for some work in and around Hybart.

Master Overby held a section foreman meeting April 26, in the new passenger station at Atmore, Ala. The foreman and the visitors, who were: Mr. C. Mills, special accident prevention representative, Mr. F. C. Hughett, division



# Dearborn

Trade Mark Registered

## SCALE REMOVAL

## Makes Easy Cleaning of Scaled Water Lines and Heaters

Everyone who uses Dearborn Special Formula No. 134 likes it. The scale simply melts away. Time required is only one to three hours on average thicknesses. The disintegrated scale is then flushed out with water and metal surfaces are left clean as a whistle.

It is far safer than acid and has the endorsement of many manufacturers of meters, Diesel engines and other equipment.

For years this material has been used in railroad service. If you have not used it, a trial will convince you of its merits.

### Dearborn Chemical Company

205 East 42nd Street, New York

310 So. Michigan Ave., Chicago

Frisco Building, St. Louis

*Offices in All Principal Cities*

# SPECIAL 134

## Rapid-Easy-Thorough

accountant, and Mr. Walker, division chief timekeeper, were taken up-town, where all enjoyed a well-served dinner. After dinner the meeting opened with a talk by Mr. Mills (Uncle Charlie, as we know him best) on accident prevention. This was an instructive talk to all. Mr. Walker and Mr. Hughett then gave the men instructions in regards to their part of the work. The meeting closed with each man feeling that he was fitted better to carry on with his work in a more businesslike way.

Miss Beatrice Vickery, daughter of Mr. T. F. Vickrey, section foreman at Fountaint, Ala., was a visitor to Huxford during the latter part of May.

Mrs. Jack Wakefield, wife of section foreman at Boligee, Ala., spent two weeks visiting relatives in Birmingham, Ala.

Mr. Bert Robinette is now working as second trick operator at Magnolia, having displaced Operator G. Jones, who bumped in on the third trick operator at this station.

The weed burner, which is being handled by Bob Edmondson, has been down over the Columbus Sub, burning right-of-way. This makes a clean-looking roadbed. The burner is now on the Birmingham Sub and will go from there down on the Pensacola Sub.

Mrs. C. C. Wages, wife of Foreman C. C. Wages at Aliceville, Ala., is on a visit in and around Memphis.

The stillness of this place was broken the other day when an airplane was forced down from its flight and in so doing landed on some bumpy ground and the final resting position found her standing on her head. Fortunately neither the pilot nor the one passenger were seriously hurt, outside of a few cuts on their heads and faces. The plane was somewhat damaged and is now waiting for repairs to be shipped from St. Louis.

The American Ditcher is now working on the Columbus and Pensacola Subs.

## AGENTS OFFICE WILLIFORD, ARK.

L. W. JOHNSON, Reporter

Williford Crushed Stone Company delayed somewhat in starting plant last month, however, they have orders to furnish Nettleton, Ark., 500 carloads and West Plains, Mo., 200 carloads crushed stone, and will fill side orders along as they come. This business will increase a great deal as the plant gets in better running order.

We have our flower garden under fence now, with several little trees set out and some of the beds planted. We hope to make a little showing this year.

Second Trick Operator Townsend bid in the agency at Grandin and moved to that place a few days ago. W. C. Harris, agent at Portia, has been awarded second trick here and will take charge about May 20. E. R. Billingsley, extra operator from Hardy, is working the second trick here now.

Ed. Hurst, section foreman, Hunter, Mo., is a proud grandparent, his daughter, Mrs. Henry, giving birth to a fine baby girl last week. She lives here, and Mr. Hurst, accompanied by his family, visited at this place May 15.

Jimmy Sanderson, agent, and family motored to Mammoth Spring, where they viewed the beautiful fish hatchery and other points of interest.

L. W. Johnson, third trick operator, was in Walnut Ridge May 15, on business.

Frank Ziltman, signal maintainer, and W. D. Smith, section foreman, have assisted us splendidly in getting our flower garden fence up, digging holes, putting up posts and wire, and there is a great deal of work to get it in shape. We are glad to see the citizens are taking an interest also. They furnished us a couple of laborers two days on this work.

## PENSACOLA, FLORIDA

GERTRUDE BAZZELL, Reporter

The Florida Power & Light Company completed their ice dock on Frisco Lines, Pensacola, and are now initially icing and re-icing cars of perishables moving.

Dr. R. A. Woolsey, chief surgeon, has visited us twice recently, his last visit being as guest speaker at the Florida State Medical Association Convention, held here May 5 and 6.

The new government bridge over Bayou Grande was opened to traffic in April. This bridge cost in the neighborhood of \$125,000.00 and was a little more than a year under construction.

The giant British whale oil tanker, "Southern Princess", arrived in Pensacola Bay early on the morning of May 7, direct from the Antarctic Seas, carrying a cargo of 350 carloads of whale oil, with an estimated valuation of \$1,250,000.00. The cargo is for shipment by rail to northern soap and perfume factories. An interesting feature in connection with the discharge of this whale oil cargo was the business phone call made from Pensacola to Liverpool by the representative of the Southern Whaling and Sealing Co., Ltd., a British firm of Liverpool, England. This conversation lasted for almost 10 minutes and is believed to have been the first trans-Atlantic telephone conversation from Pensacola.

Shipment of Irish potatoes began moving May 12 from the Barrineau Park section, the first two cars going to Chicago and St. Louis. Although more potatoes were planted this year, the yield is expected to be smaller than usual on account of the unusually dry weather.

Mr. and Mrs. W. R. Brown and two attractive children, of Enid, spent the second week in May in Pensacola. Their many friends were delighted to see them.

The Sunnyland's schedule between Pensacola and Memphis and points North was shortened 30 minutes on May 11.

Mr. W. R. Crow was in Memphis on May 10, attending the Traffic Club meeting.

Mr. A. P. Matthews was here one day early in May.

Mr. and Mrs. W. H. Crow are delightfully entertaining Mrs. Crow's mother, Mrs. A. L. Banks, and sister, Billie Banks. Many social affairs have been given in their honor.

Mr. J. B. Morrow, who has been in Pensacola for several days, consummating a business proposition, has returned to St. Louis.

Friends of Wallace Crow, son of Mr. and Mrs. W. H. Crow, will regret to learn that he has been out of high school for ten days, account severely sprained ankle.

## THAYER NEWS

MRS. HAZEL ANDERSON, Reporter

Mrs. Al. Hall visited her husband in Memphis last week-end.

Conductor David Thomas was in Springfield this week for treatment at the Springfield hospital. He injured his foot while at work in Black Rock.

Virginia Pitchford, small daughter of Mr. and Mrs. Newt Pitchford, had the misfortune of breaking her arm. She was riding a tricycle which overturned.

Miss Marie Shelton, operator at Tullot, Ark., spent Sunday with Mr. and Mrs. Dan Anderson.

Miss Alma Earl Richardson and Charley Bechtel were united in marriage last Saturday night at Salem, Ark. Charley is a fireman on the Memphis Sub. Join their many friends in wishing happiness in their married life.

Miss Myra Jacobs of Memphis spent Easter visiting her parents, Mr. and Mrs. Charley Jacobs of Thayer, Mo.

The Thayer Frisco Employees' Club held another original and enjoyable dance April 15. This was an apron overall dance. Everyone felt more natural and the air was charged with fun and friendliness. These club dances are looked forward to with much pleasure.

We regret to lose Brakeman Bud Weber from our ball team. He has accepted a position in Tulsa, Okla.

We congratulate Robt. Freeman of winning first place in the voice contest held in Cape Girardeau this month. Bob was number 13, and he says he thinks that's his lucky number. Bob is the son of Engineer Rev. P. O. Freeman and wife.

## BIRMINGHAM TERMINALS

NELLIE MCGOWEN, Reporter

G. R. Carson, former superintendent of terminals, Birmingham, paid us a short visit on April 11. Everyone was delighted to see Mr. Carson, and true to his word will make us a longer visit next time.

Mrs. A. C. Cameron, wife of local surgeon, was a recent visitor to relatives at Clarksville, Tenn.

G. T. Coyle, train clerk, wife and son have returned from a two-weeks vacation spent in Miami, Florida.

V. H. Vaughn, revising clerk, and wife have returned from a two-weeks visit with relatives in Kansas City, Mo.

A. D. Barfield, section foreman, was called to Atlanta, Ga., recently, account of illness.

Mrs. Dan Klockley, wife of conductor, is visiting her sister in Wynne, Ark.

Miss Violet Goldsmith, clerk at Amory, attended the dance given by the Birmingham Traffic and Transportation Club on April 22.

Mrs. M. H. Ford, wife of chief yard clerk, has returned from a visit with her mother in Montgomery.

R. M. Anthony, switchman, died in a local hospital on May 2, with pneumonia, and his remains were sent to Gula, Ark. for interment. Sympathy is extended to the family of Mr. Anthony.

Charlie Welch, yard clerk, is confined to the Employees' Hospital in St. Louis. We trust Charlie will soon be able to get back with us again.

R. B. Brown, fireman, was called to Cordele, Ga., recently, account of the death of his father.

# PENSACOLA VISIT "THE WONDERFUL CITY OF ADVANTAGES"

## SAN CARLOS HOTEL

Pensacola, Florida

ABSOLUTELY  
FIREPROOF

Headquarters for Frisco  
Visitors

## \$1.50 and \$2.00—NO UP MANHATTAN HOTEL

GEO. KUPFRAN, Manager  
Rooms With or Without  
Private Bath  
PENSACOLA, FLA.

## Sherrill Oil Co.

GASOLINE, KEROSENE, OILS  
Fuel Oil in Cars or Over Docks  
PENSACOLA, FLORIDA



American National Bank  
Pensacola, Florida  
U.S.A.  
CAPITAL AND SURPLUS \$1,000,000



Miss Helen Snetman, steno-clerk in the superintendent of terminals' office, resigned on April 15 and was married on May 4 to Mr. Dave Hess of New York City, where she will reside in the future. Miss Eula Montgomery, stenographer in the accounting department, has accepted the position made vacant by Miss Snetman.

M. H. Ford, chief yard clerk, and wife spent the week-end of May 9 with his sister in Memphis.

A. P. Carden, record clerk, is wearing a smile that won't come off. Why? A new baby boy arrived at his house on April 27. Congratulations extended to Mr. and Mrs. Carden.

E. R. Bridges, switchman, is also the proud father of an 11-pound girl, born May 8.

Cecil Green, file clerk, is visiting his parents in Dallas, Texas, having been called there account of serious illness of his mother. Paul Wilson is filling Mr. Green's place while he is away.

Mr. E. A. Teed, superintendent of terminals, has purchased a new Graham-Paige sedan.

Miss Mae Dudley, clerk in the mechanical department, was called to Selma, Ala. May 14, account death of an uncle.

Mrs. E. T. Boyd, wife of the proprietor of the restaurant at East Thomas roundhouse, has been removed from the South Highland infirmary to her home after a serious operation. We are very glad to report that Mrs. Boyd is improving rapidly.

Mr. R. W. Warren has returned to his home in Philadelphia after a short visit with his sister, Mrs. W. A. Drago, wife of general yardmaster.

## MEMPHIS TERMINALS

MARGARET STEWART, Reporter

Miss Mary Ann Hightower, daughter of switchman D. Hightower, spent the latter part of April with relatives and friends in Greenville, Miss.

Mr. and Mrs. N. A. Weaver and daughter, Marguerite, together with some friends, motored to Pochontas, Ark., the afternoon of April 19. Mr. Weaver returned Sunday night, while Mrs. Weaver and Marguerite visited with relatives about ten days.

Miss Thelma Drashman, steno in master mechanic's office, had a very pleasant visit in Oxford, Miss., April 2-23.

Switchman E. E. Cummings, wife and daughter, Grace, were called to Cairo, Ill. May 6, account of death in the family.

Mrs. H. C. Barnett, wife of chief clerk to superintendent terminals, and son, Harold, Jr., recently visited Mrs. Barnett's mother and father at Sharon Springs, Kans.

Assistant yardmaster H. H. McKenna was called to New Orleans May 4 account death of a relative.

Switchman G. H. Boler, wife and daughter were called to Bogalusa, La., the early part of May account death.

Miss Myra Jacobs, steno-clerk in superintendent terminals' office, spent Sunday, May 11, with homefolks in Trayer.

Howard Easley, train crew caller, and Mrs. Easley have just returned from a trip on which they visited in Nashville, Chattanooga and Atlanta.

Baseball, tennis and golf are great sports according to the employees in the office of superintendent terminals. By the way, Dutch Loeffel, timekeeper, says he will be glad to lend his clubs to anyone desiring to learn the game of golf. Ye Scribe would suggest, however that before borrowing same, it would be wise to talk the matter over with Mr. N. A. Weaver, secretary to superintendent terminals, who has had some experience along that line.

E. M. Reeves, yard clerk, was off duty May 13, taking a much needed rest.

## ITEMS FROM ROGERSVILLE, MISSOURI

W. K. JAMES, Reporter

Mr. E. M. Edie, our agent, spent two days in Willow Springs on account of his father's house being destroyed by fire, relieved by Mr. L. W. McCuan, extra. Mr. and Mrs. Edie have our sympathy.

Mr. Roy Rogers, second trick operator, and family spent ten days in Alabama with relatives and friends. Reports a fine trip. He was relieved by Col. Rep Phillips, who has been with us on other occasions.

Mrs. W. K. James, wife of third night trick night owl, spent two weeks with relatives and friends in Tennessee and Mississippi.

Due to the efforts of a few of our enthusiastic citizens, together with the help of those employees interested, much was accomplished in developing the station grounds into a Frisco park last year.

Interest seems to be keen this year for a large program for further developing the park.

W. K. James, third trick operator, with the help of Mr. E. H. Leming and crew, just completed a Frisco sign, 15x30 feet, outlined with rock made ready for the ladies to plant in flowers.

Mr. G. W. Cathcart, signal maintainer, constructed two very attractive signs, one on each side of his signal house, reading "Safety First."

The business men and citizens have already subscribed four hundred dollars for developing the park and beautifying the front street from North crossing to South crossing.

Grading of the park completed, posts set for the pipe fence, all cost paid out of the subscription funds.

We expect to have one of the best park and station grounds on Frisco Lines. Why not? We have the best town!

While business in general is a little slow, our business and freight and passenger revenue was a little above the average. The future seems bright for good business as the weather remains favorable.

## SUPERINTENDENT'S OFFICE MEMPHIS, TENN.

BERTHA HARRIS, Reporter

This office extends sympathy to assistant superintendent H. E. Gabriel account the death of his father, Dr. Gabriel, at Parsons, Kans., April 30.

Hal Lamkin, traveling accountant, spent several days with us recently.

We are very sorry to report the continued illness of R. R. Lamkin, chief operator, Memphis relay office. Mr. Lamkin has been ill for the past two or three months and is reported improving some at this time. We hope he makes a speedy recovery.

Steve Williams, timekeeper, enjoyed a fishing trip over the week-end in Mississippi recently.

M. F. Shannahan spent several days out on the line recently, thereby earning for himself the title of traveling chief clerk.

Claud Anderex, clerk in trainmaster's office, in the annual nomination for officers for the Glenview Community Club, was nominated for house commissioner on both the Red and Blue tickets. Several Frisco employees reside in Glen View and have held office in this club, which is the only Community Club in Memphis owning their own community house.

Walter Allen is the proud possessor of a Chevrolet sedan. Mr. Allen and family recently drove to Hayti, Mo., for a visit with his mother.

Idalea Chum, 691 clerk, is spending her vacation visiting in Isola, Miss., and Fulton, Ky.



## Take 'em easy, says the pipe

RIGHT where the dash-dots fly thick, Sidney Silverman stokes the old pipe with a good load of Edgeworth and then catches 'em as fast as they come. Edgeworth's cool smoke makes the trick easier, says he, by steadying a man's nerves and helping him to hold his mind on the job. Mr. Silverman ought to know, for he keeps a little blue can of Edgeworth handy all the time on his job as telegrapher with the Pennsylvania Railroad at the Union Depot in Chicago.

## EDGEWORTH SMOKING TOBACCO

If YOU don't know Edgeworth, mail the coupon for a generous free packet to try. Let Edgeworth show you how good it is—you be the judge. Address Larus & Bro. Co., Richmond, Va.



LARUS & BRO. CO., 100 S. 22d St. Richmond, Va.

I'll try your Edgeworth. And I'll try it in a good pipe.

My name \_\_\_\_\_

My street address \_\_\_\_\_

And the town and state \_\_\_\_\_

Now let the Edgeworth come!

Frank J. Walsh spent the day recently at Atmore, Ala., attending a meeting in connection with maintenance of way matters.

Account re-arrangement of dispatching forces, dispatchers Geo. A. Bradley and D. C. Patrick, have returned to Amory.

## FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

Mrs. Ford Miller, wife of city freight and passenger agent is convalescent after a serious illness.

J. E. Patton and wife visited friends in Birmingham over the week-end May 3.

The recent census proved Memphis has a population of 252,049.

B. R. McWilliams has accepted position as operator-clerk in this office.

We extend our sympathy to H. I. Gabriel, assistant superintendent whose father passed away very recently.

Freight traffic manager, Mr. R. Buchanan, and general agent Hollan accompanied the Thayer Employees Club on their trip to Pensacola, May 11.

Manager "Boots" Flanigan, of the Memphis Employees' ball team, tells us they have played and won six games so far this season. Think they had better try the Chicks out next.

Miss Allie Mai Speight entertained her bridge club at the Hotel Peabody afternoon May 17. Prize for high score was won by Miss Betty Stewart.

Mrs. Matt Conley, wife of solicitor freight and passenger agent, won the prize for having the most beautiful red hair, at the Memphis Food Show and the family won further honors with little daughter, Jeanne, as the best looking baby from 2 to 4 years.

## SPRINGFIELD ADVERTISERS

### Reyco Metal

A High Grade CAST  
IRON Adaptable for  
RAILWAY CASTINGS

MANUFACTURED BY

**Reynolds  
Manufacturing Co.**  
SPRINGFIELD, MO.

### SHOCKLEY'S

"One Stop Service"

Firestone Tires and Tubes  
Batteries, Car Washing  
Reline Brakes and Adjust  
Expert Lubrication

*We Make Delivery to Any of  
the Shops*

**SHOCKLEY TIRE CO.**

610 St. Louis Ave.

Phone 135

SPRINGFIELD

### Ed V. Williams Clothing Co.

Clothiers to Frisco Men for 45 Years

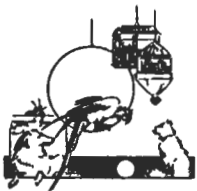
211-215 E. Commercial St.  
SPRINGFIELD, MO.

### SERVICE ICE COMPANY

Eastern Junction, Frisco Railway  
SPRINGFIELD, MO.

WHOLESALE ONLY—CAR LOADS

W. E. OGSTON, President and Treasurer



### PETS

ALL KINDS  
FOREIGN AND DOMESTIC

LOVE BIRDS, SONG BIRDS  
TALKING PARROTS  
PUPS, KITTENS, RABBITS  
MONKEYS, BEARS

**LE ROY PRATER**

846 S. Broadway

::

Springfield, Mo.

To give Universal Service is the goal of Public Utility managers and operators. We are a part of the organized effort to reach that ideal.

**Springfield Gas and Electric Company  
Springfield Traction Company**

## THE FRISCO EMPLOYEES' MAGAZINE

### SOUTHWESTERN DIVISION

MECHANICAL DEPARTMENT NEWS  
WEST TULSA, OKLA.

L. A. MACK and ETHEL NATION  
Reporters

Fireman O. G. Farley, West Tulsa, away from duty account of illness.

Fireman P. W. Little, Oklahoma City, is away from duty account of vacation.

Gus Stravos, fireman, Oklahoma City, is away from duty account of vacation.

Engineer J. H. Warfield, West Tulsa yards, who has been away from duty for some time account of illness, is

### FRISCO OFFICIAL AMBULANCE

PHONE 742 PHONE

**ALMA**

LOHMEYER FUNERAL HOME  
Springfield, Mo.

for Economical Transportation



We believe in RECIPROCITY, to the extent that we DO NOT DRIVE any of our cars from the factory, BUT INSTEAD SHIP THEM OVER THE FRISCO, HAVING SHIPPED 150 carloads in 1929.

### Standard Motor Co.

Exclusive CHEVROLET  
DEALERS in Springfield

468 St. Louis St., Springfield, Mo.

Phone 974-975

A SIX FOR THE PRICE OF A FOUR  
Why Drive a Four?

**Frank B. Smith Laundry Co. -**

**FAMILY WET WASH  
SPRINGFIELD, MO.**

now reported permanently disabled and on the pension list of the Frisco railroad.

Engineer E. L. Summers, Oklahoma City, is reported away from duty on vacation.

Mechanic laborer, Rufus Adams, West Tulsa machine shop, who has been away from duty for some time with broken ankle, is reported improving.

Machinist helper, H. F. Fletcher, is away from duty account of illness and is reported in St. Louis hospital for examination of bone felon.

Machinist C. H. Fike, West Tulsa, is away from duty account of sickness.

Would like to extend the shops congratulations to Leonard Strain and Miss Beach who were married at Sapulpa the past month. Mr. and Mrs. Strain are at the home of Mr. Walter Strain, hostler, West Tulsa, father of the groom. Mr. Strain says the bride is an excellent cook and we have full intentions of trying out the cooking some day if we can get an invitation.

Mrs. J. R. Cheek, wife of yard engineer J. R. Cheek, is planning a vacation to Buffalo, N. Y., in the near future.

Mr. J. A. Turriff, engineer, Creek Sub, is planning and has passed ordered for his vacation which he is spending in and around Toronto, Canada.

Mr. C. M. Hawley, Enid, engineer on Pawnee switcher, is planning a vacation trip to Los Angeles, Calif.

Mr. W. A. Seylor is away from duty on West Tulsa firemen's extra board on vacation which he is spending in Indianapolis, Ind.

Mr. A. J. Charron, foreman at Francis, was in to see us May 6.

Mrs. E. L. Willsey, wife of car foreman returned from Phoenix, Arizona, May 4.

Joseph A. Charron, machine apprentice, is now in St. Louis hospital. We wish him a speedy recovery.

Mr. R. H. Harper of Lawton, father of chief clerk, was a visitor May 7.

Mrs. E. L. Phelps, wife of general car foreman, who has been visiting her daughter in St. James, Mo., returned home May 11.

Miss Mamilla Biron is now stenographer to the chief clerk, filling vacancy left by Joe Paisley who transferred to transportation department.

Miss Anne Mitchell was employed as stenographer to chief car clerk in Miss Biron's place. Glad to have you with us, Anne.

## TULSA REVISING BUREAU TULSA, OKLA.

MARGUERITE HEFREN, Reporter

The Tulsa revising bowling team showed their skill when they placed third in the bowling tournament at Springfield, May 10 and 11. The members of the team were: Leo Brown, Ivar Johnson, Guy Miller, Bob McDermott and J. E. Head. We are all proud of our team that they made such a remarkable showing.

Misses Emma Mae Venus and Marguerite Hefren entertained the members of the bowling team and their wives at a spaghetti supper at the home of Miss Venus, May 22. Every player was called upon to give a speech upon the high points of the game and

## CLASSIFIED ADS

Classified advertising under this heading will be charged for at the rate of 5 cents per word with a minimum of 75 cents. Cash must accompany copy.

AGENTS—NEW SHIRT PROPOSITION No capital or experience needed. Commissions in advance. Established 40 years. Samples Free. Mailson Factories, 584 Broadway, New York.

# Large Enough To Serve Any ... Strong Enough To Protect All

## Mercantile-Commerce Bank and Trust Company

Locust - Eighth - St. Charles  
St. Louis

the deciding factor that was a victory for them.

Mrs. A. L. Brown accompanied the bowling team to Springfield.

Joyce, the small daughter of Mr. and Mrs. Ivar A. Johnson, was among those in the program at Vandevors, May 24. Joyce is a very talented dancer and a popular entertainer. She recently danced at the Rotary luncheon at the Tulsa Hotel.

Mr. Guy Miller is driving a new Ford roadster.

Installation of new dome lights in the office has been completed which makes an added appearance to the office.

Mr. and Mrs. Dan Rennick had as their guests Mrs. Rennick's brothers, Messrs. Oscar, Jewell and Carl Harmon, of Chicago, Ill. Dan was absent from the office several days showing his guests "The Magic City".

Bob McDermott and Ed Freiner visited with their parents Decoration Day in St. Louis.

Ivar A. Johnson, chief revising clerk, was in St. Louis May 10.

## TULSA FREIGHT OFFICE TULSA, OKLA.

MARY JENKINS, Reporter

Miss Irene Doling, Tuesday, May 5, 1930, succeeded her mother, Mrs. A. M. Doling, as filing clerk in the common plea court, Frank Markham, county clerk, announced. Mrs. Doling, who has been with the pleas court since its inception, took up her duties at the city hall in the auditor's office, continuing her business association with Earl Logan, new city auditor, and former pleas court clerk. Miss Irene Doling, before accepting this new position, was stenographer-clerk for the Frisco, agent's office.

Helen Bashe, daughter of Fred Bashe, O. S. & D. clerk, was among the six nurses who graduated from Nurses Training School, Fayetteville, Ark., June 13, 1930. Miss Helen has already had an assignment.

**Ford's Gone.** No, no, one has lost their car, just H. L. (Ford) Hufford, formerly of the cashiers office, has left us to go to work on a position at West Tulsa yards.

Freeman Lamm is the new local bill clerk. We welcome Mr. Lamm to our office.

Nell White, cash book checker, accompanied by her sister, Johnnie, visited their parents near Springfield, Mo., week-end of May 10. They went horseback riding and Nell has a hitch in her gait. "I'm not so young as I used to be," says Nell.

C. E. Parker, auditing department, was called to Granby, Mo., due to the death of his brother who passed away May 1. The office force extends to Mr. Parker our sympathy in his bereavement.

Increased price in chewing gum in Tulsa, due to "No Smoking" ban at the office. Why, even the men are chewing gum and they are not stenographers either.

Well, we may never see the "Great White Way," but at least we have an idea of it since our new lights have been installed. The office has been furnished throughout with indirect lights.

"Jonah told the first big fish story." Well, says Buford (Zek) Gross, checker, "They can tell all the stories they want to about the big fish they catch. I'll buy mine at the fish market in the future, don't cost as much." (Zek was caught fishing in a posted lake.)

The writer is entertaining the office girls with a birthday party, May 20. Who's birthday? Well, I'm not telling.

## FT. SMITH ICE AND COLD STORAGE CO.

COLD STORAGE FOR ALL PERISHABLE  
MERCHANDISE  
Storage Capacity, 125 Cars  
Daily Ice Making Capacity, 125 Tons  
FORT SMITH - - ARKANSAS

## Chaffee Building & Loan Ass'n

Authorized Capital \$2,000,000.00

ORGANIZED 1909 BY FRISCO  
EMPLOYEES

6% Dividends on Full Paid Stock

## TRAFFIC DEPARTMENT SECOND DISTRICT TULSA, OKLA.

MARGERY A. O'BRIEN, Reporter

The Frisco is keeping right up with the times and on May 9, we put on the "Meteor"—in both directions—a new car—equipped with the single bedrooms. This car has eight of these rooms; they can be used as single or en-suite and on the rear of the car is a lovely lounge, as comfortable as your own living room, beautifully furnished with upholstered chairs, divans, writing desk, and also equipped with the current magazines and the Tulsa daily papers. These single bedrooms offer privacy, comfort and the convenience of your own bedroom; the bed is equipped with box spring mattresses and a wonderful night's rest is guaranteed.

The new car was on exhibition all day Wednesday, May 7, at Tulsa and on the following day at Oklahoma City. It is reported that approximately 2,500 people passed through the car, each any every one commenting on the lovely interior and expressing the hope that at some future time they might be able to occupy one of the lovely rooms. Each day we receive additional letters from all of our most prominent people complimenting us on the new feature of comfort.

The Ladies' Club carried out their plan to give a dance and on Thursday evening, May 8, this dance was given at Cain's Dancing Academy. We had an attendance of about 300—including a number of out-of-town club members. Everybody had a wonderful time. We want to especially compliment Mrs. Tegler, president of the club, on the success she had with her first social affair since taking the office. Also want to compliment the ladies who served on the committee with Mrs. Tegler on the results obtained.

The Ladies' Club gave a shower for Mr. and Mrs. R. W. Harper the other day on entry to their lovely new bungalow. Mr. and Mrs. Harper were married about six months ago and have just taken possession of their new home. Mr. Harper is president of the Frisco Employees' Club, Tulsa.

Tulsa has not had any real summer weather as yet, having had very severe rain storms almost daily for the past two or three weeks; the rivers and creeks have all overflowed and much anxiety has been felt by the farmers as to their crops. The highways in some districts have been under water, prohibiting travel by automobile,

busses, etc., but the reliable Frisco trains run on schedule.

## ACCOUNTING DEPARTMENT SAPULPA, OKLA.

V. L. THOMAS, Reporter

Mr. Broe Mitchell, of the fuel department, was a visitor in the office April 23. Mr. Mitchell was formerly bill and voucher clerk in this office.

Mr. S. R. Anderson, Santa Fe traveling accountant, was a visitor in the office April 29, when he made a check of the bills covering joint facilities at Tulsa, Okla.

Mr. J. P. Briggs was assigned to the position of bill and voucher clerk in this office. Mr. Briggs was formerly assistant bill and voucher clerk at Fort Scott, Kans. Mr. Briggs' stay here was very short, however, as he was later assigned to a completion report job at Ft. Scott and left here May 12 to take over his new duties. We were very sorry to see Mr. Briggs leave so soon and hope that he will return some day.

Mr. Chas. C. Long has been assigned to the position of bill and voucher clerk in this office. Mr. Long was formerly A. and B. clerk at Enid, Okla. At the present writing he has not reported for duty.

Very sorry to report that Messrs. L. A. Wright and Freman Williams have both had children on the sick list during May. Both children are improving rapidly, however, and no serious trouble is expected.

Mr. R. E. Pipkin attended matters of business in St. Louis, Mo., May 16.

## MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

C. H. VANDIVER, Reporter

Engineer E. L. Summers is spending his vacation in California.

Fireman Harry Conley is off account of smallpox. Understand that he will be able to return to work soon.

Machinists J. C. Gillespie and A. R. Harmon have returned to work after having been off some time with smallpox.

The following employees are off account of sickness: Paul Purcell, boiler-maker, Chas. S. Howard, stationary fireman, and Sam Arnold, coach cleaner. Hope they are all able to return to work soon.

Engineer John W. Page is off account undergoing operation. Understand he is improving and will be able to report for work soon.

Engineer James W. Cullum is visiting his mother in Wichita, Kans.

James H. Lewis, yard foreman, is the proud father of twin girls who were born April 2. Dorothy Jean and Dorris June are the names of these young ladies. Pardon for not reporting this in the last issue of the magazine. This was an oversight.

Looks as though the Frisco shops are going to have to give way to make room for the fast spreading oil field. The latest well is being started about one hundred yards from corner of roundhouse.

The Frisco ball team are doing nice in the Twilight league, having won eight games and lost two. Looks very favorable for winning the first pennant. Much credit is due the entire team for their wonderful progress under the able management of W. P. Myers, machinist.

Tom Byrley, store trucker, is in the hospital here, having undergone an operation for appendicitis May 14. Understand he is doing nicely and we all hope he is able to return to work in the near future.

## TRAFFIC MANAGER'S OFFICE OKLAHOMA CITY, OKLA.

LUCILLE BATTERN, Reporter

Oklahoma City continues to lead the south in building activity for the year 1930, although Atlanta ranked first for the month of March. Oklahoma City's total value of building permits for the first three months was \$4,716,235.99; its nearest competitor being Houston, Texas. Our slogan "200,000 by 1930" is no longer just a slogan, but a reality. Reports out at this time show 205,000 as our population, however, a final report has not been reached to date.

Oklahoma City station showed increase in revenue of \$25,000.00 over April last year.

Miss Victoria Walker, who has been associated with the Frisco as stenographer in the passenger department of the traffic manager's office for over three years, was united in marriage to Mr. J. K. Davis few weeks ago. Miss Walker's many friends regret her leaving the Frisco very much, but all wish to extend their heartfelt wishes for her continued happiness throughout the years.

Miss Bonnie Battern has accepted position as stenographer in this office, succeeding Miss Walker. We welcome Miss Battern as a member of our office force.

Mayme Carveny, cotton clerk, spent Easter with her parents in Prague, Okla.

J. R. Koontz and S. S. Butler were office visitors May 6.

# The Central National Bank •

OKMULGEE, OKLAHOMA

We appreciate your account.  
Capital and Surplus \$350,000.00

ESTABLISHED 1872

## The Merchants and Planters National Bank

SHERMAN  
TEXAS

Will Appreciate Your Account

CAPITAL AND SURPLUS \$1,200,000.00

## FIRST NATIONAL BANK

CHAFFEE, MO.

4% and Safety

Member Federal Reserve System

## First National Bank and Trust Co.

Oklahoma City  
Oklahoma

M. G. Buffington, assistant general agent, was chosen as a delegate of the Oklahoma City Traffic Club to represent that group at the Associated Traffic Clubs of America's meeting in Cincinnati, April 24 and 25. Mr. Buffington reports there were representatives from all over the world at this meeting and some wonderful speeches were made, all in all they had a very interesting and helpful meeting.

Oklahoma Cityans are proud to have known that a panorama of the South Oklahoma City oil field and a large photograph of the Mary Sudik well, taken while it was flowing wild, have been sent by the Chamber to adorn the walls of the committee rooms at Washington.

And still the big wells do come in. A few days ago Tom Slick's well came in a big way and sprayed the tracks of our Eastern avenue team track; guess that didn't give us a thrill. They keep getting closer and closer.

We have just recently completed our car track to take care of the loading of the Tulsa Petroleum Company. We are proud of our Frisco ball team this year. They are standing second place in the Twilight league; have won out of six games so far this season. R. O. Hopkins accompanied the Chicago Association of Commerce members from Oklahoma City to Tulsa. His party of about fifty members are making a tour of the Southwest. The Oklahoma City Chamber of Commerce entertained the visitors at a luncheon April 23.

We are all very glad to have A. W. Harrison, our chief clerk, back with us after several days in the St. Louis hospital, undergoing a minor operation. I think he is all O. K. now, in fact, I believe our good old hospital in St. Louis has a way of making them that way.

The writer enjoyed a very pleasant visit from his grandmother, Mrs. N. L. Hailey, of Cassville, Mo., on the first of the month.

#### OFFICE SUPT. TERMINALS WEST TULSA, OKLA.

MISS EDNA A. WOODEN, Reporter

H. J. Dailey, yardmaster, is enjoying a few days vacation, which he is spending fishing and visiting friends and relatives in Kansas City.

Chester Corbin, yard clerk, has again entered the hospital at St. Louis. We sincerely hope Chester will soon be able to return home.

W. B. Wilson, yard clerk, is also in the hospital at St. Louis and is reported as getting along nicely, for which we are all glad.

Miss Frances Harrison, who is a student at the University of Oklahoma, spent Mothers' Day with her parents, Mr. and Mrs. G. G. Harrison.

W. H. Cashman, operator, has gone to San Francisco, Calif., as delegate for the O. R. T. convention. His position at Tulsa is being filled by M. L. Autrey during his absence.

Harry Wiggins, Mid-Continent representative, who handles their tanks in our yard has left for Kansas City to relieve representative at that point account vacation. Mr. Wiggins has been relieved at this point by Mr. Hamilton.

Walter Eagan, general yardmaster, has returned to his duties after an absence of several weeks account illness.

Joe Paisley, clerk in this office, has returned from Springfield, Mo., where he attended the bowling tournament which is sponsored by the Frisco Employees' Clubs.

Pay Warren, yardmaster, has returned to work after spending a few days vacation.

#### OFFICE OF GENERAL AGENT OKMULGEE, OKLA.

THELMA I. COBB, Reporter

Miss Juliet Baskett left May 14 for her home in Racine, Mo., her position here having been abolished temporarily. We shall be glad to see her return.

Mr. Ira H. Coker has displaced Mr. Key F. Wilhelm as demurrage clerk at Okmulgee. Mr. Coker's former position at Altus, Okla., has been discontinued.

Mr. G. A. Brundidge, general agent, accompanied by Mrs. Brundidge, spent Easter Sunday as the guests of their son, Mr. M. M. Brundidge, and family in Chicago. Mr. Brundidge returned at once but Mrs. Brundidge extended her visit for several weeks.

Mr. H. T. Wood, chief clerk, was elected president of the Okmulgee Employees' Club at their last business meeting. We expect great results for the coming year.

Mrs. Thelma Cobb spent the week-end of April 27 in Oklahoma City with friends.

Messrs. Virgil and Elester Rikard were called to Chandler, April 20, by the very serious illness of their sister. We are very glad to know that she is greatly improved at this time.

Mrs. J. E. King, wife of the yardmaster, was seriously injured in an automobile accident near the aviation field several weeks ago. She is now out of the hospital and is slowly recovering.

#### CITY TICKET OFFICE TULSA, OKLA.

PHIL F. ATKINSON, Reporter

Outside of daily showers and the census being taken now to determine how many more humans actually live in Tulsa than there were ten years ago there is not so much news.

## A Treacherous Affliction Healed Without Surgery



The above illustration is the McCleary Clinic, the largest institution in the world devoted exclusively to the treatment of rectal diseases.

The old theory that hemorrhoids (piles) could not be successfully treated except by surgery has been wholly disproved. If taken in time this treacherous affliction can be successfully treated without surgery, or the use of ether or chloroform.

If you or any of your friends suffer from hemorrhoids (piles) let us send you our Free Book "Piles Treated Without Surgery". Our reference list contains the names of over 20,000 business men and women, Bankers, Lawyers, Farmers, Ministers, Railroad Officials and employees, from every state, Canada and many foreign countries. If you desire, we will be pleased to include a list of our former patients who live near you.

#### THE MCCLEARY CLINIC

1263 Elms Blvd. Excelsior Springs, Mo.

Mr. J. E. Mefford, ticket clerk in this office, visited with relatives at Joplin, Mo., over Easter.

The writer went fishing the same day but isn't bragging about his luck.

Mr. and Mrs. J. D. Rogers and family enjoyed an outing over the week-end recently and reported having a very enjoyable time.

The spring racing meet is on in full blast and is being very well patronized. Some of the folks, as usual, come away wiser but sadder, but most of us enjoy it a great deal.

We have an addition to the Meteor, one of our crack trains, in the form of a new single room car. This car contains eight single rooms of the very latest design, while the other part of the car is utilized as a lounge car. This car is being very well patronized and we have received a great many compliments from our patrons up to the present time.

#### TRANSPORTATION AND MECHANICAL DEPT.

AFTON, OKLA.

LUTIE D. DAVIS, Reporter

County Commissioner J. M. Fuser reports the contract for paving on U. S. highway 66 through Afton will require several hundred car loads of material which the Frisco can assure them of prompt delivery. Just place the order.

E. P. Hogan, general yardmaster, enjoyed a visit with his wife and daughter, Miss Catherine, of Monett, Mo.

Clarence A. Ward, clerk, and wife returned recently from Oklahoma City where they visited the former's uncle, A. J. Ward and family.

Mr. and Mrs. Cecil Coop of Miami, Okla., were guests of Mrs. Coop's father, O. M. Story.

C. O. Thornton, express messenger, and family spent the week-end with Mrs. Thornton's parents, Mr. and Mrs. Robert Pryor, in Ft. Scott.

Mrs. Harry Freeman, wife of chief clerk, visited in Tulsa recently.

#### DEPOT TICKET OFFICE TULSA, OKLA.

P. L. HAILEY, Reporter

Work is progressing very rapidly on the new Union Station.

Myrtle Smith, assistant baggage agent, visited his sister in Okemah, Okla., the first of the month.

Mrs. W. P. Kent, daughter, Nevada, and son, Ned, spent Easter visiting relatives and friends in Pittsburg, Kans.

Mrs. D. L. Kent, daughter, Helen, and son, Clay, attended the Inter-scholastic meet at Stillwater, Okla., the 9th. The girls of Sand Springs high school, of which Helen is a member, took first honors in dramatics at the meet.

Mr. Wm. P. Kline, general manager, Tulsa Jockey Club, is conducting a very successful meet at the fair grounds, with eight or more races daily.

P. J. Wilson, baggage agent, W. D. McCool, cashier, and the writer have been enjoying a few hours between showers of late trying their luck at the various fishing spots near; so far we made no catches to report.

It is almost vacation time again and we are all looking forward to the time and trip to our favorite recreation spot where we can rest and amuse ourselves and choose for a few days.

#### PORT SCOTT ADVERTISERS

We Fill Your Hospital Prescriptions

The PRICHARD-BLATCHLEY  
DRUG COMPANY

The Rexall Store

W. Cor. Main & Wall Phone 170  
FT. SCOTT, KANS.



Harry Moorehouse, operator, and family visited in Neosho, Mo., with Mr. Moorehouse's mother.

H. R. Foley, general roundhouse foreman, and wife returned from a two weeks' vacation spent in St. Augustine, Fla., and Columbus, Ga., where Mrs. Foley visited her brother, R. O. Perkins.

Mrs. R. S. Norman, wife of conductor Norman, attended a meeting of the Frisco Ladies' Club in Tulsa.

Mrs. Everett Estes visited in Vinita, Okla., on business.

Mrs. J. C. Rider, wife of switchman, is visiting her daughters, Mrs. Osburn Tucker of Tulsa, and Mrs. Lowell Kriider in Arkansas City, Kans.

Mrs. J. L. McGraw, wife of switchman, returned recently from several days' visit in Oklahoma City.

G. P. Stephens, Northern division section foreman, has visiting him, his daughters, Mrs. Arthur Hook of Kansas City, and Mrs. A. L. Wiseman of Houston, Texas. Mrs. Stephens' condition is unimproved.

A. L. Hodson, section foreman, returned from Frisco hospital in St. Louis, Mo.

Mrs. R. C. Meder, wife of switchman, spent a week-end with Mrs. J. J. McGuire in Chelsea, Okla.

Mr. and Mrs. Tom Spencer, Jr., returned recently from a visit with Mr. Spencer's father in Memphis, Tenn.

## RIVER DIVISION

### SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Mrs. C. E. McDonough and daughter, Catherine Lee, have been visiting for several days with relatives in Campbell, Mo.

Miss Elizabeth Grieshaber and mother recently motored to Farmington to spend week-end with friends.

Mr. Robert G. Beers of Springfield, Mo., has accepted position of stenographer in superintendent's office.

C. E. McDonough, assistant keeper, is able to be at the office after being off a few days account of sickness.

Mr. and Mrs. R. C. Giesike, Jr., recently made motor trip to Sullivan, Mo., to spend week-end with Giesike's relatives.

Miss Mildred Green entertained Frisco Girls' Bridge Club at her home on Independence Street, Cape Girardeau. Six interesting games were played on three tables after which a delightful two-course luncheon was served. Prizes were won by Mrs. Juanita Fatch, Mrs. Oliver Rigdon and Mrs. Sayles.

Maple Davidson has purchased a Chevrolet car; doubtless getting prepared for vacation time.

Mrs. W. A. Singleton has been visiting with friends and relatives in New Madrid and Dexter.

J. J. Morgan of Poplar Bluff recently visited with his parents, Mr. and Mrs. F. Morgan.

Miss Mary Farrell of the dispatch office has been absent from duty for a week account of sickness. Miss Vera Essary of Caruthersville took care of the work during time she was off.

## BANKS ALONG THE FRISCO LINES

### The Peoples Bank

of Springfield, Missouri

WE APPRECIATE  
YOUR BUSINESS

OUR MOTTO

COURTESY. FAIRNESS AND  
EFFICIENCY

### The American National Bank

PARIS, TEXAS

Capital, Surplus and Undivided  
Profits, \$350,000.00

FRISCO DEPOSITORY BANK

### American Traders National Bank

BIRMINGHAM, ALA.

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

## 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

Successful Banking ———— SINCE 1873 ————

RESOURCES: Forty-one Million

## THE FORT WORTH NATIONAL BANK

FRISCO DEPOSITORY

Main at Seventh Street

UNITED STATES DEPOSITORY

Miss Belle Kenne spent Mother's Day at her home in Poplar Bluff, making a trip by motor with Mrs. Marvin Hokeley and daughter.



Chaffee employees are "pointing with pride," as the politicians say, to the new 200-ton capacity coal chute which was completed recently. It is of reinforced concrete, and operates electrically. It will coal engines from two tracks at the same time, and sand them while coaling.

# **B&B DEPARTMENT AND ROADMASTER'S OFFICE CHAFFEE, MO.**

MARY FERRELL, Reporter

Lorena Bollinger and Anna Guethle were among the Frisco employees who enjoyed the dance at Hayti, Mo., evening of May 9, which followed the presentation of the play, "Wanted, a Prince," by the Employees' Club of Chaffee.

Effective May 6, following assignments of territory made to the various roadmasters: J. A. McAllen, St. Louis; H. G. Harmon, Chaffee Sub; F. W. Leachville Sub; L. Ramey, Hoxie; L. A. Lowry, Jonesboro Sub.

Christine and Grada Mae Harmon, daughters of Mr. and Mrs. H. G. Harmon, took part in a musical recital at Hayti during the latter part of April. These young ladies are quite talented.

J. T. Pearson, section foreman, Cape Girardeau, was in the Frisco hospital, St. Louis, latter part of April, seriously ill. He is much improved at this time.

Norman Matthews, son of Mr. & Mrs. A. Matthews, graduates from Chaffee High School May 16th. Norman has been very prominent in athletics socially too—and Chaffee High will sorely miss him.

Mrs. W. F. Proffer, wife of water works mechanic, died at her home in Chaffee May 15th. Wish to express our most sincere sympathy to the bereaved family in their bereavement.

Foreman Baily and gang have been working around Ten Brook construction houses for signal maintainer.

Foreman Allison and gang are working vicinity of McBride and Neelys.

Foreman Inman and gang are working at Hayti.

Mr. A. N. Matthews was on the ground at Hayti April 25th personally supervising the reconstruction of the coal chute which burned there morning of April 25th.

Foreman Segraves and gang are working vicinity of Lake City and Manila and Vanzant and gang are at Manila.

Foreman Forrester and gang are working in and around Kennett and Piggott.

A few months ago we heard about the plans of a new coal chute for Chaffee yards. In this particular case "Plans" soon became a reality and it is now completed and trains are being coaled from the new chute.

Foreman Sayles and gang have been working at Poplar Bluff, but are now at Chaffee.

Mrs. A. N. Matthews recently underwent an examination at Southeast Missouri Hospital, Cape Girardeau. We regret to learn that Mrs. Matthews is in poor health.

Mr. Matthews also advises that his aged mother has entered a Kansas City hospital for an operation. Seems like a lot of ill luck at one time. However, we hope the sick folks will soon be well again.

Mrs. J. A. McAllen shopped in Cape Girardeau recently.

Lorena Bollinger will spend the week-end of May 17th in St. Louis.

## **AGENT'S OFFICE BLYTHEVILLE, ARK.**

MARTHA REYNOLDS, Reporter

Fred Carlock, operator, spent Sunday, April 27th, in Dongola, Ill., with his mother, on her birthday.

I. H. Capshaw, brakeman, and family spent the week-end of April 27th, fishing at Big Lake, Ark. Capshaw is some fisherman.

E. F. Blomeyer, agent, attended the funeral of B. T. Juden at Cape Girardeau, Mo., May 5th.

G. D. Gorham, assistant cashier, and wife spent May 5th, visiting relatives in Walnut Rudge, Ark.

Mozell Powers of Seattle, Washington, is visiting with her grandfather, A. D. Dowland, platform foreman.

L. Graves, C. O. McHaffey, John A. Chapin all of the Express Co., went fishing afternoon of May 7.

Death entered our midst on May 3rd, when our yard clerk, Ben T. Juden passed away at the Frisco hospital. We extend our deepest sympathy to members of the family.

## **CAPE GIRARDEAU, MO.**

INEZ LAIL, Reporter

Mr. J. T. Pearson, yard foreman at Cape Girardeau, is again on the job after having been in the Frisco hospital for five weeks. Mr. Pearson underwent a serious, major operation and we are glad to see him back on the job and on the way to recovery.

Chas. G. Moeder, yardmaster, and son Richard spent the week-end in St. Louis. Richard enjoyed the trip immensely as he got to see Tom Mix with the Sells Floto circus while there.

Our deepest sympathy is extended to the family of Ben Juden, demurrage clerk at Blytheville. Mr. Juden died at the Frisco hospital on May 3rd.

Mrs. Joe Howell, Mrs. George Rohrbach, Miss Mollie Patton, Miss Maurine Lloyd and the writer attended the play given by the Frisco Employees' Club of Chaffee, April 25th.

Mrs. J. P. Reynolds, wife of retired engineer Reynolds, has been in the hospital for a few days, but at the present time is greatly improved.

Our sincere sympathy is extended to Switchman John Wilds, whose sister, Mrs. Alonzo Kinder passed away a few days ago.



*Hand him one!*

Who?

The grocer or druggist.

What?

A dime.

Why?

For a cake of Lava Soap that'll get the grimeiest hands clean in 58 seconds. You can see the pulverized Italian pumice in Lava Soap drag out the dirt, but you can't feel it. Lava makes a rich, creamy, penetrating lather in the hardest water. But it won't harm your skin. It's the busiest hand cleaner you've ever tried.

*George, the Lava Soap Man*

Lava costs a dime (or 6c for the medium size cake) at any drug or grocery store. But if you want to try it at our expense, mail this coupon.

Procter & Gamble, Dept. C-630  
Cincinnati, Ohio.

George: I want a free sample cake of your Lava Soap.

Name.....

Street.....

City.....State.....

A. A. Robert, switchman, and family have just returned from a trip through the east and Canada. Mr. Robert drove a new Ford back from Detroit, Mich.

## **MECHANICAL DEPARTMENT CHAFFEE, MO.**

LEOTA FRIEND, Reporter

Joe Kay, machinist of West Tulsa, visited relatives here the first of May.

Several of the shop employees attended the home talent play staged by the Frisco Club of Chaffee at Hayti, Friday evening, May 9. Those attending report the Hayti Club not lacking in hospitality.

Miss Glenna Fay Kay of the Frisco Club was elected Carnival Queen at High School Carnival, Friday, May 2.

Frisco Girls' Club was entertained at the home of Miss Mildred Green, Cape Girardeau, Tuesday, May 13. Prizes were won by Mrs. Earl Fatchett and Mrs. Oliver Rigdon.

Vacation time is now on, Ye Scribe spent one delightful week visiting friends in Kansas City and Springfield. Sympathy is extended to LaRue Proffer of the water service department in the recent loss of his mother.

Engineer H. C. Campbell and wife, and Miss Marcella Tenkhoff left via automobile Saturday, May 17, to visit relatives and friends in Springfield, Missouri, and they will also visit William Campbell of Sapulpa, Oklahoma.

It is rumored that H. E. Hubbard is just about to exchange his Nash automobile for a new Chevrolet.

**POPLAR BLUFF, MO.**

CLEATUS PRICE, Reporter

The radish movement from the Hoxie branch is over. We are glad to report a favorable crop was harvested. Poplar Bluff is getting to be a big shipping center for cream. We have already shipped from the first of May to the 15th of May 32,900 gallons to Springfield, Mo.

The new water facilities at Poplar Bluff were dedicated May 14th. A big crowd gathered at the plant and enjoyed the well arranged program for the occasion.

Account the new train schedule Mr. L. A. Gibson has bid in the run of Nos. 881 and 882 with headquarters at Hayti, Mo., he is relieved by conductor Sam Newton, who was on the Jonesboro run.

Conductor John V. Wright who has been sick for some time and who has been under treatment at Hot Springs has returned and on his old run between Hoxie and Poplar Bluff.

Mr. Ware Schoonover, son of Mr. E. G. Schoonover, Frisco attorney, at Pocahontas, Ark., will graduate in June from the University of Ark., with some of the best records ever made in the University, making All-American football and All-American basketball, made place on the baseball team and the track team. Ware has made a good record in his class work. He is at this time in Hollywood, Calif., at the Warner Bros. Studio making a football picture.

**OFFICE DIVISION ACCOUNTANT  
CHAFFEE, MO.**

RALPH STEPHENS, Reporter

H. H. McGarvey our wandering shop accountant has returned home after some two months spent in the division accountant's office at Memphis and Ft. Smith.

M. W. Roush spent a recent Sunday in Eldon, Mo., visiting home folks. His trip was somewhat marred as he figured in a wreck and lost two fenders from his car.

**OFFICIAL FRISCO WATCH  
INSPECTORS**

Dilworth Jewelry Co. .... Jasper, Ala.  
Haltom, G. W. .... Ft. Worth, Texas

**St. Charles Hotel**

ONE BLOCK FROM DEPOT

E. G. GRAMLING, Owner and Proprietor  
European Plan  
CAPE GIRARDEAU, MISSOURI

Our steno, Miss Ila Cook and Andy Gump joined forces and painted their cars on a recent Sunday. Andy got considerable more paint on himself than he did on the 348, but Miss Cook fared better as she got the paint pretty well divided between herself and car.

The Frisco ball team played their first game of the season with Canalou, Mo., and came out victorious by an 18-2 score.

The new mechanical coal chute recently constructed at this point is now in service and train service has been speeded up considerably.

Work was recently started on the installation of automatic blocks on the St. Louis Sub. This will be quite an addition for the River division.

**NORTHERN DIVISION****TRANSPORTATION DEPARTMENT  
NORTHERN DIVISION  
FT. SCOTT, KANS.**

MISS GLADYS ROTH, Reporter

Road foreman of equipment, G. A. Ermatinger, and wife attended the fuel meeting at Chicago during the first part of May.

Brakeman S. V. Frye has returned to work after a short vacation.

Caller Jack Peachee and wife spent the last two weeks of May visiting relatives and friends in Arkansas.

Asst. yardmaster M. J. DeBoben advises he spent his vacation this month at home.

G. L. Swearingen and wife have returned from a visit with their son, Ed, at Joplin, Mo.

General yardmaster E. L. Wood has purchased a new "Ford" and states does not now have to spend all his time holding the door shut as he did on the old one.

Chief caller F. A. Zinn and wife have returned from a visit with Mr. Zinn's brother, J. E. Zinn, operator-cashier at Carthage, Mo.

Brakeman J. S. McClure is back to work after a short vacation.

Blanche Bicknell, stenographer, spent Sunday, May 4, visiting her brother, A. J. Bicknell, engineer, and family at Pittsburg, Kans.

Miss Geraldine West, daughter of switchman Dan West, has returned from Wichita where she visited her sister, Mrs. Elmer Coe, and husband.

Mrs. Bert Sheppy, wife of brakeman, is visiting her sister in Sapulpa.

General yardmaster, E. L. Wood, and chief yard clerk, C. Jones, spent a few nights fishing on the Maria Des Cygne this month but advises, account high water, was not as successful as was hoped for.

Tracer clerk L. O. Gardner and brother, Finn, took in some of the ball games at Kansas City this month.

Brakeman G. R. Marshall was called to Ash Fork, Ariz., recently account death of his brother.

Dispatcher H. M. Marshall, wife and son motored to Cambridge, Ohio. Account of illness of her mother Mrs.

Marshall will remain for some time.

Miss Dorothea Working, tometimer in the accounting department has announced her wedding to John Soraghan of St. Louis. We are now all rather busy attending parties and showers given in honor. We all wish her much happiness in this new adventure.

A general good time was enjoyed all at the Frisco Card Party given May 16 at the Episcopal Parish house.

Dispatcher L. B. Barr and wife's daughter, Rosemond, spent May 2, E. Kansas City.

We wish to extend our sincere sympathy to roadmaster Tom Hall and wife in the recent loss of their daughter, Cora.

**ITEMS FROM WICHITA, KANS.**

HELEN SHEEHAN, Reporter

Mr. F. W. Archer, soliciting and passenger agent, and his family are leaving soon for Neosho, where they will visit with relatives. Mr. Archer expects to spend quite a lot of time fishing while he is on his vacation.

Mrs. Harry Johnston spent several weeks visiting at the home of her parents in Wichita. Mrs. Johnston formerly Miss Lella Frederick, clerk in the freight office. We are all glad to see her, and hope she to see us again real soon. Mrs. Johnston is living in St. Louis at present.

Mr. S. L. Wright, warehouseman, is very happy over the arrival of a grandson, Robert Farrell, born April 21. The new baby is son of Mr. and Mrs. Leo Malone.

Miss Helen Keeling was married to Mr. Frank Carington, of Fort Kansas, on April 16. The bride is daughter of Mr. O. N. Keeling, foreman. We wish them much happiness.

Mr. and Mrs. Wm. Feerick spent recent week-end visiting in Joplin. Feerick is general clerk in the freight office.

Mr. Murl Calvert, switchman, is leaving soon for a trip in the southern part of Kansas and in Oklahoma.

Mr. J. Rakestraw, who has been foreman at Beaumont, Kansas, a number of years, has recently transferred to Keighley, Kans.

Mr. A. Vaught, formerly section foreman at Wichita Heights, has transferred to Beaumont, effective May 8.

Mr. Laton McGregor, former freight clerk at Fredonia, is now in clerk in the yard office at Wichita. Mr. McGregor displaced Mr. H. Lockard, who has been assigned position of night yard clerk.

Mr. Joe Driver of Fort Scott is filling day yard clerk, relieving Mr. H. Bowman, who is filling a temporary vacancy in the freight office.

Mr. Jack Young, formerly yard clerk at Wichita, has been transferred to Joplin.

Mr. Harry Brice of Fort Scott is presently employed as clerk to the roundhouse foreman at Wichita. We are hoping Mr. Brice stays with us. We understand he is quite a singer, and the Frisco Employees' Club is in need of members with that talent.

**CENTRAL BOARDING & SUPPLY COMPANY**

COMMISSARY CONTRACTORS

F. J. ENGLEMAN, President  
G. I. FITZGERALD, Vice-Pres. and Sec'y  
CHAS. GRAY, Manager, Springfield, Mo.  
GUY KRESS, Supt., Springfield, Mo.

M. S. ENGLEMAN, Vice-Pres. Dallas, Tex.  
E. B. SHARKEY, Manager, Ft. Worth, Tex.  
G. R. PIERCE, Supt., St. Louis, Mo.  
J. P. McDONALD, Mgr., Chicago, Ill.

General Office  
1205 Bd. of Trade Bldg.  
KANSAS CITY, MO.

Branch Offices  
ST. LOUIS, MO.  
SPRINGFIELD, MO.  
FT. WORTH, TEX.  
DALLAS, TEXAS  
CHICAGO, ILL.

## NEWS OF PITTSBURG, KANS.

ESTHER M. CHASE, Reporter

We wish to extend our sympathy to Mr. Ed Craig, section foreman, in the death of his wife.

Mr. W. H. Bevans, superintendent, J. O. Armstrong, division engineer, and E. E. Melton, B&B supervisor, who have been making their annual bridge inspection tour, stopped overnight in Pittsburg May 5.

C. E. Bissell, fuel inspector, left May for Chicago to attend the International Fuel meeting to be held there.

We wish to extend our sympathy to Mr. and Mrs. Richard Roberson in the death of their small daughter.

Joe Coley, fireman, has been confined to the St. Louis hospital for the past three weeks. His condition is reported unchanged.

We wish to extend our sympathy to Mr. William Zimmerman, Locust street crossing flagman, in the death of his wife.

TRAFFIC DEPARTMENT  
KANSAS CITY, MO.

W. A. YOUNG, Reporter

"Allen" Goble has taken up golf! and his first game. You should have seen his first game. He played his first round with a foursome. He labored patiently and hard, trying to connect with the elusive pellet, and usually his perseverance won. However, once or twice he tried to cover the remaining distance by kicking the ball. After being informed that this was against the rules he did not again use his feet. When the scores were totaled and "Allen" found his score was 146 as against his nearest opponent's 98 he thought that he had won the match. Imagine his chagrin when it was told that it was the low score, instead of the high, that won.

"Mel" Anderson suffered a near-tragedy when, while driving with his family, his automobile caught fire from defective wiring. No doubt his presence of mind, in jerking the wiring loose, prevented serious damage. "Mel" sustained a slight injury to his hand and a badly shocked nervous system. He is to be congratulated upon his ability as a wire-puller.

The Sunnyland Club has organized a baseball team. And if their first encounter is any indication of the team's strength, it is a mighty good ball club. They won their first game played against Sugar-Creek with a score of 21 to 9. There was some dispute as to the final score. Sugar Creek fans claimed that our club run in one of their men who was coaching on third base and in the excitement an extra run was counted. In any event our team won by a safe margin.

GENERAL AGENT  
KANSAS CITY, MO.

DAVID H. TODD, Reporter

Rodgers Illingworth, of this office, was married to Miss Betty Gill, May 4, at the Gordon Place Methodist Protestant church in Kansas City, Kans. The happy couple went to St. Louis, Mo., on their honeymoon.

Joe Kramer is the proud possessor of "Henry's" 1930 model, while John Ronne purchased an "Oldsmobile coupe."

Did you ever hear of missing a funeral? Joe Kramer has, but how about a wedding? Ask Frank Martin, he knows.

We began using our last ton of coal in the office today, since blackberry winter is now upon us.

We understand that two more of our members are going to join the ranks of the Independent Order of Dock Jumpers.

SUPERINTENDENT'S OFFICE  
FT. SCOTT, KANS.

BLANCHE BICKNELL, Reporter

Jack Dalton, private secretary to Superintendent Bevans, is getting along nicely at the company hospital in Springfield, after his recent operation for appendicitis. He will probably be able to report for duty in about five weeks. Chester Fulton is substituting for Jack while he is convalescing.

The Frisco handled a special train from Neodesha to Pittsburg for the accommodation of students and teachers who attended the spring musical festival.

Miss Blanche Bicknell and Miss Hester Roberts visited in Pittsburg, Kans.

Newton Carlton, president of the Western Union Telegraph Company, and party, traveling in Mr. Carlton's business car 100, passed through the city over the Frisco, en route from Oklahoma City to Kansas City.

E. A. Miller, general agent, and wife attended the Kansas City-Chicago exhibition ball game in Kansas City.

W. F. Kirk, general superintendent of the Missouri Pacific, Kansas City, and party, covering line on bridge inspection, passed through Fort Scott night of April 14 riding Frisco train 118.

The Frisco landscape gardener, who has charge of company parks, is expected in Fort Scott in the next few days to superintend the work on the park north of the superintendent's office.

The regular monthly Better Service and Accident Prevention meeting, held in Fort Scott, was interesting and well attended. M. M. Sisson, assistant general manager, H. K. Hays, freight superintendent of claim losses and damages, Wm. Morrill, accident prevention agent, all of Springfield, were in attendance.



Deposit 10% of Your  
Salary, Each Month, in a

## FIRST NATIONAL

Savings Account, and Spend What Is Left.

A Good, Sound, Sensible Plan ... Try It!

## FIRST NATIONAL BANK

BROADWAY - LOCUST - OLIVE

-IN ST. LOUIS

ST. LOUIS' LARGEST BANK

OPEN MONDAYS UNTIL 6:30 O'CLOCK

## JOPLIN, MO.

ROGER C. FLETCHER, Reporter

James Bryant, firebuilder, was off for several days the middle of April. His place was filled by Ernest Rule.

R. L. Carpenter, assistant car foreman and piece work checker at Ruth yards, was transferred to Memphis to check piecework on the new cars at that point. He will probably remain until the middle of July. His position at Ruth yards is being filled by L. O. Foster, air man.

Mr. Harrison, of the Accident Prevention department, was a visitor in Joplin for a while on May 11.

Mr. W. M. Sharp, instructor with the Oxneld Company, was a visitor on May 13.

The first of May brought quite a change at the passenger station. The express company took over the handling of all baggage. Mr. L. S. Baney, for twenty-eight years baggage master at Joplin, elected to take a job in the ticket office as ticket seller, displacing D. A. Stevens, who in turn displaced W. M. Sweazey. Mr. Sweazey took the job of ticket agent at Webb City.

Miller Moore, third trick baggage man, went over with the express company.

A. C. Jones, second trick baggage man, took a thirty-day leave of absence before he exercises his bump.

Mrs. L. S. Baney has been in Farmington, New Mexico, for the past month, having been called to the bedside of an aunt.

Miss Elizabeth Bethel, daughter of Sam Bethel, fireman, was admitted to Freeman hospital, April 13, for an emergency operation. The operation was entirely successful and recovery was so rapid she left the hospital in near record time. We are glad to state that she is almost completely recovered at this time.

Earl Lynch, formerly of Joplin but now of Cherryvale, was visiting friends in Joplin recently.

Phillip Conboy, retired engineer, paid a visit to the roundhouse. Just can't stay away from "his first love"—the engines.

Charles Perry, son of engineer Charles Perry, is at Mayo hospital for treatment. Charles is a licensed radio operator, employed at the local broadcasting station, WMBH.

Miss Gladys Nelson, daughter of A. W. Nelson, inspector, broadcast several vocal numbers over the station at Clay Center, Neb., Sunday, April 26. Several of her Frisco friends received and enjoyed the broadcast. Miss Nelson is instructor of voice at the Hastings conservatory of music in Hastings, Neb. Recently her studio was nearly wrecked by a terrific storm that swept Hastings. However, we are pleased to report that Miss Nelson escaped bodily injury.

Mrs. Odel, mother of Mrs. V. M. Black, returned to her home in Fort Scott after a three weeks' visit with her daughter.

Mr. A. L. Franklin, storekeeper, is moving to a new apartment at Seventeenth and Jackson.

May has been a busy month for school children, especially so for seven of the Frisco children here.

Miss Mary Louise Slutter, daughter of B. J. Slutter, boilermaker, graduates from High school with the honor of being the only one of a class of twelve graduating from the Alcott school eighth grade to finish the high school course.

Miss Virginia Crawford, daughter of dispatcher Ross Crawford, also graduates from High school with honors. Miss Virginia represented Joplin in the solo contests, held at Springfield, Pittsburg, Kans., and Columbia, Mo. She is a member of the Glee Club and Chorus. She was also soloist in a student production cantata, "Joan of Arc," in which over two hundred students took part.

Donald O. Barrett, son of switchman W. O. Barrett, of 815 Sergeant avenue, graduates from Senior High school.

Leo C. Spindler, son of dispatcher W. E. Spindler of 922 Chestnut, graduates from Senior High school. He is a member of the R. O. T. C.

Max Carrithers, son of switchman Porter Carrithers, graduates from the Senior High school.

Daun Baney, daughter of L. S. Baney, graduates from North Junior High school.

George C. Allison, son of engineer A. L. Allison, graduated from the University of Missouri as a civil engineer. He is employed at present by the Missouri State Highway Commission, located at Westphalia, Mo.

Each of these students are to be congratulated and we feel sure that all our Frisco Family is proud of them.

On April 21, James M. Boyd, brother of U. G. Boyd, at the roundhouse died suddenly in a grocery store at 2117 Empire avenue. Mr. Boyd had been blind for about thirty-five years. He lost his sight while working in the mines at Galena, Kans., when he went back on a shot which exploded. He was buried in Oak Hill cemetery at Galena.

Mrs. Josephine West, mother of Mrs. George L. Seanor, wife of the general foreman at the roundhouse, died at her home in Galena, Kans., on April 25. Mrs. West had been in poor health for the last two years. Her husband, Voorhees West, died about a year ago. Funeral services were held in Galena.

OFFICE OF SUPERINTENDENT OF  
TERMINALS, KANSAS CITY

H. R. SPENCER, Reporter

The fast talking of the auto salesman finally won our boss, J. W. Skaggs, over to a new Dodge eight. It was evident for a long time that he had his mind made up on the Dodge. But the demonstration rides is all that held him back. The first day the boss drove his new car down to the office it rained. So he had to put in half the night polishing it.

The Frisco at Kansas City has organized a ball team and have elected H. J. Hoke, chief clerk to the superintendent, as their business manager, and A. J. Finn, roadmaster, formerly of the Southeast league, as their field manager and catcher.

H. R. Spencer, chief caller, and family spent Sunday, May 11, in Ash Grove, Mo., visiting Mr. J. R. Shockley and family.

Account resignation of Mr. D. H. Swindell, Mr. Tom Kekoe has taken position as stenographer in the superintendent's office. We welcome "Uncle Tom" as a member of the Frisco Family.

Mr. J. Hurley, switchman, and family drove to St. Joseph, Mo., Easter, to spend the day with friends.

H. J. Hoke, chief clerk to the superintendent, ran afoul of the law the other night. It seems that he overlooked the formality of getting a city license for his car and got an armed escort to the police station. His city license number now is 64510.

Traffic violations for past month, Louis Poncik, running red light; Bill Walsh, no city license; Burkley Benson, got away by ducking into an alley.

Out of the night comes dawn,  
Out of sympathy comes service.

Mrs. C. L. Forster, Funeral Home

No. 918-920 Brooklyn Ave.  
KANSAS CITY, MO. Benton 0336

It's New



BIG YANK

Work Shirt \$1.00  
with patented  
Cigarette Pocket

Made so you can push a single cigarette up without unbuttoning flap. Eleven other big features will also win your favor.

## 12 Big Yank Features

1. Sweat Resisting Cigarette Pocket with button flap.
2. Big Utility Pocket, with pencil section, holds can of tobacco when buttoned.
3. All Strain Points Thread Riveted.
4. Double Thick Ventilated Arm Pits.
5. Conforming Ventilated Yoke.
6. Triple Stitched Seams.
7. Over-size for Comfort.
8. Fashioned Collar.
9. Indestructible Buttons.
10. Special, Extra Strong Fabrics.
11. Form-Fitting Shoulder.
12. Every Garment Guaranteed to Give Satisfaction.

Every Big Yank is triple-stitched, thread riveted; guaranteed not to rip. Most good dealers everywhere can show you this new Big Yank. Ask to see this sensational shirt value. If by chance he can't supply you, send \$2.00 and we'll send you two shirts, postpaid.

**\$1000 Reward** will be paid to anyone furnishing proof that the BIG YANK Work Shirt or any of the other advertised Reliance products are being made anywhere except in the Reliance sunlit factories, under the most sanitary conditions, by trained work operatives.

RELiance MANUFACTURING COMPANY  
212 WEST MONROE STREET  
CHICAGO, ILLINOIS



## TEXAS LINES

GENERAL AGENT'S OFFICE  
DALLAS, TEXASSTORES DEPARTMENT  
SHERMAN, TEXAS

W. B. SIMPSON, Reporter

IVA SEWELL, Reporter

LOCAL FREIGHT OFFICE NEWS  
FORT WORTH, TEXAS

J. P. SPICER, Reporter

Mr. C. B. Rogers, register clerk, and Mr. T. R. Burt, claim clerk, have been looking over the Great White Way lately. We understand their wives are visiting relatives in Comanche.

The general agent and all the clerks are very proud of the new floor recently installed in the freight office.

Mr. Sam Lanham, our esteemed bill clerk, has resigned to go into business for himself as an independent grocer. All hungry Frisco employees should call on him for a feed. He will be succeeded by Mr. L. A. Brown from the card office.

Mr. R. L. Truitt, superintendent of freight loss and damage claims, held an auction on all the "old Hoss" stored in the freight house on May 7. Seems though he can get bigger prices for old broken castings, etc., than any auctioneer in the U. S. A.

Mr. A. A. Lauterbach, car service and switching clerk, spent Sunday, May 4, in Hamilton visiting his family and old friends.

Miss Fay White, stenographer, attended the opening of the Casino at Lake Worth, Wednesday, May 7. The papers stated there were 10,000 people, but she says from the automobiles blocking traffic, there must have been 20,000.

TRAFFIC DEPARTMENT  
FORT WORTH, TEXAS

CORLYNE PLEDGE, Reporter

Miss Annetta Granger, daughter of collecting freight agent Harry Granger, is visiting in St. Louis as the guest of Mrs. Willis Moore. Harry says from the letters he gets from her, she certainly is having one big time.

Mr. C. Crawford, agent at Brady, is contemplating a fishing trip on the Llano river and we just can't wait to hear that fish tale he is sure to bring back.

Miss Helen Horrell very luckily escaped being injured when her Buick and another car had a head-on collision recently. Helen's car was badly smashed up but no one in either car was hurt (except financially) and we are hoping to see the Buick back "in the swim" again soon.

The Frisco Club luncheon was held on the 16th and certainly was a big success, as usual.

Mr. Frank Hubert just returned from the city hall where he paid a fine for speeding and we wondered why he was smiling so big and found it was account of getting off for half price.

Raining again! Seems like it will never stop. This weather is rough on the disposition, but so far crops have not been damaged to any great extent.

By the time this magazine reaches its readers, another tomato season will be in full swing down in the Jacksonsville district. Our TF&PA Howard Hamilton is now in training for the event and will be stationed at Jacksonsville during the entire movement.

Mr. Buchanan, our genial SFA, was seen riding down Elm street last night with a young lady from Highland Park in a new multi-cylindrical Cadillac. Buck looked at the instrument panel and objected to the young lady for driving down the main drag at forty-five miles per hour and she informed him he was looking at the gas gauge.

Last month's family news from Fort Worth advised that they had a hail storm there that leveled houses to the ground. Boy, what a storm. That beats Dallas' storm three years ago when hail stones were only as big as footballs.

MECHANICAL AND STORES  
DEPARTMENT  
FORT WORTH, TEXAS

J. D. WACEY, Reporter

Dick Ireland, car inspector, who has been confined to the Harris hospital for some time is reported better.

We are sorry to report that N. R. Polk, inspector, who has been sick for several weeks is no better.

Jack D. Wacey, triple rack man, is attending the air brake association convention in Chicago.

L. M. McMahon, car man, attended a family reunion at Cleburne, Texas, May 4.

W. M. Witt's mother, from Chicago, is visiting him this week.

J. C. Miller, coach carpenter, was called to Atoka, Okla., last week account the serious illness of a nephew.

R. B. "Fat" Leach, machinist, made a flying trip to Dallas Saturday night. No one has been able to find out what he went for.

C. E. Bientlinger, car foreman, spent Sunday at Lake Worth fishing. The big ones seem to have got away, for he says that all he caught were so small that he had to throw them back.

The employees at West yards extend to Jack D. Wacey and family, their heartfelt sympathy in the loss of their son, Jack D. Jr., who passed away April 18.

Lee Bradshaw, store clerk, and wife have returned from a week-end trip to Houston, Texas.

## PARIS, TEXAS

N. B. PALMERTREE, Reporter

The Frisco employees at Paris were entertained at Hugo by the Frisco Employees' Club on April 26. It was raining very hard but did not keep the folks from attending and everyone had a big time.

R. M. Stice is the new bill clerk, moving here from Ardmore, Okla., and displacing P. H. Thomasson who in turn displaced "Slim" Dismukes, head check clerk.

C. S. McCord, operator clerk and family are enjoying a vacation in California. Mr. M. L. Williams is working the day shift during his absence and B. E. Hicks is taking Mr. Williams' place on the night shift.

Jack L. North, car inspector, and family were called to Boonville, Ark., on May 12, account of the accidental death of Mrs. North's brother. We extend to Mr. and Mrs. North our sympathy in the loss of their brother.

Pat Hession was honored with a visit from his mother on April 26.

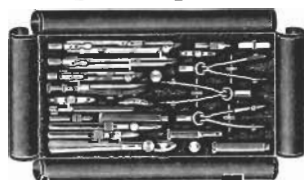
Mr. E. S. Olson, master mechanic, is having a time taking up tickets at the carnival and he gets to see all of the shows free, too. The carnival is here under the auspices of the Masonic lodge at Paris.

## IMPORTED PRECISION DRAWING SET

Specially Priced at

\$15.00

REGULAR \$35.00 VALUE

WHILE  
THEY  
LASTHERE IS  
WHAT YOU GET

6-inch Swedish Pen  
4 1/4-inch Ruling Pen  
5 1/2-inch Ruling Pen  
Drop Spring Bow Pen and Pencil

Intermediate Size Compass Box  
6-inch Compass with parts  
6-inch Divider  
4 1/4-inch Center Screw Divider

4 1/4-inch Bow Pencil  
4 1/4-inch Bow Pen  
Silver Center Pen Key and Lead Box  
Genuine Flexible Leather Case

For Finest Quality and Prompt Service in Blue Printing, Phone CHestnut 5700.

We Call for and Deliver.

1819 OLIVE ST.

A. S. ALOE CO.

ST. LOUIS, MO.

**CENTRAL DIVISION****MECHANICAL DEPARTMENT  
FT. SMITH, ARK.**

IRENE WOESTMAN, Reporter

Announcement is made of the marriage of Miss Eva Rue Green of Sedalia, Mo., to Mr. Lawrence Dyer of Fort Smith, Ark., which took place at Siloam Springs, Ark., on May 3. Mr. Lawrence Dyer is the son of Mr. James Dyer, general foreman at Fort Smith, and Mrs. Dyer.

Mr. John Scherrey, machinist in the local roundhouse, was very painfully injured when he was knocked down by an automobile at the corner of Sixth street and Garrison avenue, Fort Smith, several weeks ago. He has since been in the hospital and reports are that he is speedily recovering, and we trust he will soon be able to return to work.

Mr. J. D. Heyburn recently visited his son, James, at St. Mary, Kans., where he is attending St. Mary's college.

Our sincere sympathy is extended to

Mr. Clarence Jefferies, machinist at Fort Smith, whose mother recently died.

A brand new four-door Ford sedan is what Mr. L. W. Caviness, sheet metal worker at Fort Smith, is driving these spring days.

Mr. and Mrs. M. L. Sexton, electrician and wife, were called to Paris, Texas, during the past month due to the serious illness of Mr. Sexton's mother.

No doubt, an unusual record has been established by Mr. H. H. Taylor, passenger engineer on the Arthur Sub out of Fort Smith, running on trains 703 and 710 from Fort Smith, Ark., to Paris, Texas, and return, as he has not been absent from duty or missed a trip since May 2, 1921, or in nine years. Mrs. Taylor has 41 years' service with the company and is now planning on a several weeks' vacation.

Mr. B. F. Stoner of Fort Scott, Kans., is filling the position of machinist at Fort Smith, which was made temporarily vacant through the injury

to Mr. John Scherrey.

There were recent wedding bells. Mr. G. W. Bynum, car inspector Muskogee, Okla., and to him and wife we extend best wishes for happiness.

Mr. and Mrs. C. U. Patrick, daughter, Adeline, spent several days visiting with Mr. Patrick's brother Joplin, Mo.

On the evening of May 15th, a Thumb mock wedding was held in auditorium of the new Senior High School at Ft. Smith, and children in different schools of Ft. Smith were chosen to participate in this play. Among those taking part were Eugene McKenna, son of Mr. E. T. McKenna, timekeeper in this office, and Mrs. McKenna, who was one of the ushers at the wedding, and Buddy Grier, grandson of Mr. G. O. Nulph, engineer at Ft. Smith, and Mrs. Nulph, who was the ring bearer.

## THE OXWELD RAILROAD SERVICE CO.

*Representing*

THE LINDE AIR PRODUCTS CO.

(Linde Oxygen)

THE PREST-O-LITE CO., Inc.

(Prest-O-Lite Acetylene)

UNION CARBIDE SALES CO.

(Union Carbide and Car Inspector's Lamps)

OXWELD ACETYLENE CO.

(Oxweld Apparatus and Supplies and Carbic Lights)

HAYNES STELLITE CO.

(High Abrasive Welding Rod)

UNITS OF UNION CARBIDE AND CARBON CORPORATION



CARBIDE AND CARBON BLDG., NEW YORK  
CARBIDE AND CARBON BLDG., CHICAGO

### The Gideon - Anderson Co.

MANUFACTURERS OF

**Hardwood Lumber**

AND

**Slack Cooperage Stock**

GENERAL OFFICES

Band Saw Mills and Planing Mills

GIDEON, MO.

SALES OFFICE

AND DISTRIBUTING YARD:

110 Angelica Street

Telephone: Tyler 0011—TYler 0012

ST. LOUIS, MO.

### American Handle Company

Manufacturers of

High-grade Hickory, Axe, Adze,  
Pick, Sledge, Hatchet, Hammer  
and Railroad Tool Handles

JONESBORO - ARKANSAS

# KERITE



The Pre-eminent  
Insulation for  
Wires and Cables

THE KERITE INSULATED WIRE & CABLE COMPANY INC.  
NEW YORK CHICAGO SAN FRANCISCO

# WESTERN TIE AND TIMBER COMPANY

905 SYNDICATE TRUST BLDG.

WALTER POLEMAN, President

E. A. NIXON, Vice-President

A. R. FATHMAN, Vice-President

THOS. T. POLEMAN, Sec'y and Treas.

E. J. STOCKING, Sales Manager

Treated and Untreated Cross and Switch Ties, Piling, Car and Track Oak

*Owners of*

## KETTLE RIVER TREATING COMPANY

MADISON, ILLINOIS

Zinc and Creosoted CROSS TIES, Modern Adzing and Boring Machines

Treating Plants located at Madison and Edwardsville, Illinois

E. A. NIXON, President

A. R. FATHMAN, Vice-President

R. E. KNEELAND, V.-P. and Gen. Mgr.

H. G. McELHINNEY, Sec'y and Gen. Supt.

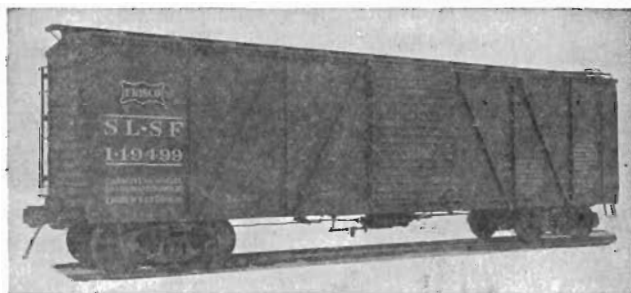
J. E. PETERSON, Treasurer

E. J. STOCKING, Sales Mgr.

# General American Tank Car Corp. General American Car Co.

## BUILDERS

Tank Cars  
Milk Cars  
Railroad Cars



## LESSORS

Tank Cars  
Milk Cars  
Refrigerator Cars

## OFFICES:

Continental Illinois Bank Bldg., Chicago, Ill.

Canal Bank Bldg., New Orleans, La.

Magnolia Bldg., Dallas, Texas

Chanin Bldg., 122 E. 42nd St., N. Y. City

Cosden Bldg., Tulsa, Okla.

Richfield Bldg., Los Angeles, Cal.

# The Lateral Motion Driving Box

† † †

## A Device That Enables the Locomotive to Adjust Itself to Curvature

† † †

By W. G. GREENE

**D**AY after day, modern locomotives are running from one section of the country to another with comparative ease. Over the varying grades they go and when they hit a sharp curve we often wonder what keeps them on the track and how they are able to withstand the heavy stresses that must be encountered.

The remarkable improvement in track and roadbed in recent years has seen a corresponding improvement in the design of the locomotive as it affects track structure.

Years ago, attempts were made to improve the tracking of long wheel base engines by setting driving wheel tires at different distances from the center to divide the guiding effort among the different driving wheels. Even flangeless tires were used to a large extent with this object in view. These efforts were a recognition of the need of relieving the track from the stresses arising from the long rigid driving wheel base of big modern locomotives having four or more pairs of drivers.

As time went on, maintenance expense continually rose. Rails as well as the tire flanges were slowly worn

away by the constant strain. Frequently the stresses exerted on the tire flanges were double the static load on the wheels.

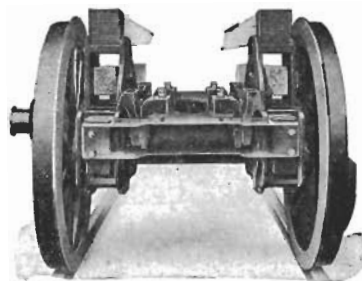
The locomotive's running gear parts also suffered due to the stresses resulting from passing driving wheels coupled together in a rigid, unyielding wheel base through curves.

In overcoming these destructive stresses, little progress was made until the development of the Lateral Motion Driving Box.

By means of this device, the length of the rigid wheel base is reduced and lateral motion is provided for one or more driving axles. When the locomotive passes through a curve or heavy lateral thrusts results from the driving wheels impinging against the track, the lateral motion axles will

deflect with a pre-determined constant resistance, thus distributing the lateral thrust over several pairs of wheels instead of being concentrated on a single pair. This resistance holds the lateral motion axle in normal central position. The destructive shocks between the wheel flanges and rail that are inherent with either a rigid wheel base or a free floating axle are also eliminated.

The important results accomplished by the Lateral Motion Driving Box are far reaching, despite its comparatively simple construction, consisting as it does of nothing more than a rocker fulcrumed on suitable base cast on the inside of the driving box. The horizontal member of this rocker which extends toward the wheel and rests on top of the driving box supports one leg of the spring saddle. The vertical members of the rocker extend down one on each side of the axle and when in normal position with the engine on a straight track the lower end of these rockers are in free contact with the face of a wedge which works in the guide cast on a cross-tie bolted rigidly to both right and left frame members. In normal position these rockers do not work



the weight of the leg of the spring saddle is carried by the driving box and the horizontal arm of the rocker is interposed between these parts. When the locomotive enters a curve it deflects from its normal straight course so as to cause the front axle which the lateral motion driving box is applied, to move over in a lateral direction, the driving box of the outer side of the curve will be moved inward by the wheel hub. This turn moves the rocker in the same direction causing the lower end of the vertical member to exert a thrust against the crosstie. This thrust raises the horizontal member and consequently the leg of the spring saddle resting upon it, against the tension of the spring. The resistance offered by the spring, acting downward through the saddle leg on the top of the rocker, exerts a corresponding thrust against the adjusting wedge face in the crosstie, forcing the box back to its normal position. While this is occurring the axle slides through the box on the opposite side and the lateral motion device remains in its normal position. The purpose of the adjusting wedge is to provide means for taking up any wear which occurs between the contact surfaces. The demonstrated usefulness of Lateral Motion Driving Boxes on 2-6-2 locomotives has led to their use on Mikado type locomotives where they are applied as a means of controlling hub, box and tire wear. The results have fully justified expectations. The Driving Boxes so equipped from shopping to shopping without taking up lateral; flange wear is reduced more than 50 per cent over that of exactly similar engines not

equipped, and there is no cutting or grinding of flanges in passing through curves.

The accompanying chart illustrates different tire contours showing the flange wear with and without the Lateral Motion Driving Box. These tire contours were taken from Mikado locomotives in the same class and operating in the same service.

The locomotives with Lateral Motion Driving Boxes after eighteen months' service showed so little wear at the hub face of the driving boxes that no attention was required at this point. These engines are in daily service over a 140-mile division of a large eastern railroad where numerous curves are encountered.

In the case illustrated, application of this device reduced tire wear by 64 per cent and enabled hub plates to run over two shoppings.

This distribution of tire wear and consequent reduction on the first pair of drivers lengthens the life of all tires due to the practice of turning all wheels to the diameter of the smallest wheel which is generally the first driver. It is also obvious that such a reduction in the wear on locomotive tire flanges and driving wheel hubs must mean a corresponding reduction of wear on rail and tie. Therefore, the application of the Lateral Motion Driving Box has a beneficial effect on the track and roadbed as it reduces wear on the rail head, thereby increasing the service life of the rail; reduces the tendency of the rail to tilt, thereby lessening the mechanical destruction of the tire directly under the rail base—a common cause of tie renewal and damage; reduces the labor and cost

of track maintenance, and in consequence, traffic interference; reduces the possibility of derailment, thereby increasing track safety; stops the "nipping" of the leading drivers in rounding a curve on a tangent track and makes the forward drivers assist in steering the engine; permits additional pair of drivers without increasing the length of the rigid wheel base, thereby allowing locomotives with long driving wheel base to operate on curves that otherwise they could not take. In other words, the Lateral Motion Driving Box puts the rigid wheel base of any engine into the class below it in lateral pressure against and wear on the rail head.

The last mentioned advantage of the Lateral Motion Driving Box is especially applicable to the switching type of locomotive. Eight-wheel switchers are replacing six-wheelers all over the country. Every railroad would use them were it not for their long rigid wheel base. They pull more and are in every way more suitable to meet the expanding demands of terminal work except in the one particular that they cannot take the same curves as the six-wheel switchers. This limits their range of use and increases the cost of maintenance because of flange and hub wear. The Lateral Motion Driving Box removes this limitation. It enables an eight-wheel switcher to go anywhere a six-wheel switcher can go.

Today, curves are no serious handicap to a locomotive. A lateral device has been provided that enables the modern locomotive to adjust itself readily to the conformation of the curve and greatly lessen flange, hub and rail wear.



# Nicholson Thermic SYPHONS



NICHOLSON Thermic Siphons are in service in locomotives on all six continents. They are adaptable for every locomotive from small switchers up to the largest super power units ever built.

**LOCOMOTIVE FIREBOX CO.**  
General Office  
310 S. Michigan Ave. Chicago, U.S.A.  
30 E. 42nd St., New York

*In Canada:*  
211 McGill St., Montreal

"The Heart of the Locomotive"



**CIRCULATION  
ECONOMY  
SAFETY**

**TONCAN**  
Copper Mo-lyb-den-um Iron Culverts  
*Manufactured by*  
**Tri-State Culvert Mfg. Co.**  
Second and Butler, MEMPHIS, TENN.

**CHAS. R. LONG, JR.  
COMPANY**

LOUISVILLE      CHICAGO  
ST. LOUIS

□   □   □

*Manufacturers of*

All Kinds of Railway and Industrial Paints, Varnishes and Lacquers.

**ANDERSON-PRICHARD OIL CORP.**  
REFINERS OF  
**INDUSTRIAL NAPHTHAS**  
OKLAHOMA CITY, OKLA.



Steel Tires, Steel Tired Wheels, Steel Axles, Steel Springs, Rolled Steel Rings, Solid Wrought Steel Wheels, Steel Forgings, Steel Crusher Rolls and Shells, Rolled Steel Gear Blanks, Steel Castings, Steel Pipe Flanges

**Standard Steel Works Co.**

Main Office  
and Works: Burnham, Pa.

**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.

AMORY, MISS.      *Your Inquiry Solicited*      NEW ALBANY, MISS.

MINES ON THE FRISCO AT CARBON HILL, ALABAMA

**MOSS & McCORMACK**  
MINERS AND SHIPPERS

**COAL**—Blacksmith, Bunker, Steam, Domestic—**COAL**  
1901-4 American Trust Building      BIRMINGHAM, ALA.

## New Power for the Frisco

**T**WENTY additional Baldwin Mikado type locomotives will soon be in operation on the Frisco System hauling heavy tonnage trains.

In July, 1929, a Baldwin Mikado, built in 1923, made a remarkable endurance run of 7350 miles without having the fire knocked.

**THE BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA**



**Duner Car Closets**  
 Enameled Iron Wet or Dry Closets  
**DUNER CO.**  
 101 S. Clinton St. CHICAGO  
 For detailed description see Car Builders  
 Cyclopedia, 1922 Edition

**The Only Efficient Locomotive Cleaner**  
 The D. & M. Cleaning Process  
 Railway Exchange  
 CHICAGO, ILL.

**Headlight Headquarters**  
 Headlights  
 and Turbo-generators  
 Train Lighting Systems  
 Train Control Turbo-generators  
 Fittings and Wiring Appliances  
 for Locomotive, Car and Shop  
 Installations



**The Pyle-National Company**  
 1334-1358 North Kostner Ave.  
 Chicago, Ill., U. S. A.  
 CANADIAN AGENTS:  
 The Holden Company, Ltd., Montreal,  
 Winnipeg, Vancouver, Toronto  
 EXPORT DEPARTMENT:  
 International Railway Supply Company,  
 30 Church Street, New York City  
 BRANCH OFFICES:  
 600 Grand Cen. Terminal, New York City  
 Postmen's Bank Bldg., St. Louis, Mo.  
 719 Builders Ex. Bldg., St. Paul, Minn.

**Union  
 Asbestos & Rubber  
 Company**  
 310 S. Michigan Ave.  
**CHICAGO**

**LAYNE  
 WATER WELLS AND PUMPS**  
 ARE DEPENDABLE  
*AMERICA'S GREATEST RAILROADS*  
 USE THEM  
 LAYNE-CENTRAL CO.  
 MEMPHIS, TENN.  
 LAYNE-WESTERN CO.  
 KANSAS CITY, MO.

**GRIDER COAL SALES AGENCY**  
 Mine Agents  
 OVER 3,000,000 TONS ANNUALLY  
 BEST GRADES ALABAMA STEAM and DOMESTIC COALS  
*Railroad Fuel a Specialty*  
 1414-18 American Trust Bldg., Birmingham, Ala.

**Crowe Coal Company**  
 General Office: Dwight Bldg.  
 KANSAS CITY, MISSOURI  
 Miners and Shippers  
 Mines Located at Mulberry and  
 Scammon, Kansas, and Henryetta,  
 Oklahoma, on the line of the St.  
 Louis-San Francisco Ry. Co.

**"HERCULES"**  
 —Red Strand—  
**WIRE ROPE**  
 Made Only by  
 A. Leschen & Sons Rope Co.  
 ST. LOUIS  
 Tough  
 Strong  
 Safe  
 Durable  
 Branches  
 NEW YORK  
 CHICAGO  
 DENVER  
 SAN  
 FRANCISCO

**St. Louis Surfacer and  
 Paint Company**  
 RAILROAD PAINTS, VARNISHES  
 ENAMELS

Arlington Ave. and Terminal Belt Ry. ST. LOUIS, MO.

FOR GOOD SERVICE

**HYMAN-MICHAELS CO., St. Louis, Mo.**

Rails, Rolling Stock, Cars and Car Parts

HOUSTON

NEW YORK

SAN FRANCISCO

Home Office, Twenty North Wacker Drive, CHICAGO, ILL.

**Barnard Stamp Co.**

RUBBER STAMPS, SEALS & STENCILS

Trade Checks, Pads, Ink, Etc.  
Fac-Simile Autograph Stamps

310 Olive St. St. Louis, Mo.

**The Cleveland File Co.**

Quality Files Since 1899

ST. LOUIS OFFICE

2817 LACLEDE AVENUE

Telephone, JEFFERSON 4600

**Brookside-Pratt Mining Co.**

INCORPORATED

A. R. Long, President

Albert Allison, Secretary-Treasurer

PRODUCERS OF

Steam and Domestic Coal

Mines on Frisco, Southern and  
I. C. Railroads

Brown-Marx Building

BIRMINGHAM, ALA.

**W. H. (Bill) REAVE**

1169 Arcade Bldg.

St. Louis, Mo.

Representing the P. & M. Co.

**Manassa Timber Company**

**PILING**

OAK—CYPRESS—PINE

ArCADE Bldg. St. Louis, Mo.

**BUY YOUR**  
**ICE**  
*from the wagon or truck  
with the Orange Oval  
Emblem*



**WHEN IN  
FLORIDA**

**St. Louis Forgings Co.**

AXLES, LOCOMOTIVE FORGINGS

East St. Louis - Illinois

**Viloco Railway  
Equipment Co.**

CHICAGO

*For Dependable Service*

"VILOCO" Pressed Steel Brake  
Step

"VILOCO" Automatic Rail Washer

"VILOCO" Bell Ringer

"VILOCO" Exhaust Pipe

"VILOCO" Improved Sander

"VILOCO" Pneumatic Whistle  
Operator

ESTABLISHED 1893

**Kansas City Bridge Company**

Builders of Railroad and Highway Bridges

River Improvement Work

KANSAS CITY, MO.

**LONE STAR CONSTRUCTION COMPANY, INC.**

MILAM BUILDING

SAN ANTONIO, TEXAS

**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.

MINERS OF

**MILL CREEK COAL**

# National Boiler Washing Co.

OF ILLINOIS

## CONTRACTORS

NATIONAL HOT WATER  
WASHOUT AND FILLING  
SYSTEMS  
for LOCOMOTIVE BOILERS

NATIONAL FUEL OIL  
FACILITIES for  
LOCOMOTIVE TERMINALS  
CONSTRUCTED COMPLETE

RAILWAY EXCHANGE  
CHICAGO

High Grade Machine Tools  
American Lathes and Radials  
Norton Grinders

Milwaukee Millers  
Libby Lathes  
Sellers Heavy Tools  
Nazel Hammers  
King Boring Mills



Pels Punches and Shears  
Watson-Stillman Hyd. Machy.

BLACKMAN-HILL & CO.

# REID AND LOWE

RAILROAD AND  
BRIDGE CONTRACTORS

Grading and Concrete Bridge Work

BIRMINGHAM, ALA.

Unxld  
Railroad Fusees

INSURE SAFETY  
Best by Every Test

UNEXCELLED MANUFACTURING  
COMPANY, Inc.  
NEW YORK, N. Y.

# Elliot Frog & Switch Works

EAST ST. LOUIS, ILL. AND PUEBLO, COLO.  
Other Works:  
DUNELRN, N. Y. CHICAGO, ILL.  
NIAGARA FALLS, N. Y. SUPERIOR, WIS.  
LOS ANGELES, CALIF. SEATTLE, WASH.  
NIAGARA FALLS, CANADA

RAILROAD TRACK WORK  
Switch Stands, Switches, Frigs,  
Crossings, Guard Rails, Clamps,  
etc. for Steam, Electric, Mine  
and Industrial Railway Tracks

MANGANESE TRACK WORK A SPECIALTY

MAPO AJAX CORPORATION  
General Office, 230 Park Avenue, New York, N. Y.  
SALES OFFICES AT ALL NINE WORKS

# PENSACOLA CREOSOTING COMPANY

PENSACOLA, FLORIDA

Specializing in the Manufacture and Treatment of the following Forest Products  
PILING CROSS TIES POLES CROSS ARMS CONDUITS  
LUMBER and STRUCTURAL TIMBERS  
on Frisco Lines

Your Inquiries Solicited—Cost Estimates Gladly Furnished  
Cable Address: "PENCREO" Shipments: Rail or Water

# W. O. SCHOCK CO.

Petroleum Products

Liberty Central Trust Building

SAINT LOUIS

# DE BARDELEBEN COALS

Sipsey—Empire—Carona—Carbon Hill—Hull

FOR

DOMESTIC, STEAM, GAS, BY-PRODUCT AND CERAMICS

# DE BARDELEBEN COAL CORPORATION

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 "50 miles of excellent track" between Carbon Hill and Birmingham in which

"ENSLEY" & "ALA CITY"  
**BASIC SLAG**  
CRUSHED AND SCREENED

was used exclusively as road ballast. The Frisco Railway has used thousands of tons of basic slag for road ballast in the Birmingham-Memphis division—and each year hundreds of tons goes 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  
**Semi-Anthracite Coal**

**Oklahoma  
Steel Castings Co.**

MAKERS OF

Railroad, Oil Field and  
Commercial Castings in

**OKLAHOMA  
ELECTRIC STEEL**

Tulsa, Okla., Box 658

**J. W. McMURRY  
CONTRACTING CO.**

R. R. & BRIDGE  
CONTRACTORS

511 Railway Exchange Building  
KANSAS CITY, MO.

**LIST CONSTRUCTION CO.**

Railroad Contractors

415 Railway Exchange Building  
KANSAS CITY, MO.

**ATLAS COAL**

Henryetta Fuel Company  
Henryetta, Oklahoma

McALESTER, WILBURTON  
COLORADO

and

**HENRYETTA**

THE WORLD'S *First* REFINER

**BARNSDALL**

William Barnsdall  
founded the world's  
first refinery in 1860  
~ ~ ~ Today, after 70  
years, the name asso-  
ciated with petro-  
leum from the very  
beginning, offers you  
the finer BE SQUARE  
petroleum products



# MINER

**FRICITION DRAFT GEARS    IDEAL SAFETY HAND BRAKES**  
**SAFETY BOLSTER LOCKING CENTER PINS**  
**REFRIGERATOR CAR DOOR FASTENERS    SIDE BEARINGS**

## W. H. MINER, INC.

THE ROOKERY

CHICAGO

### Indiana and Illinois Coal Corporation

### MONTGOMERY COUNTY ILLINOIS COAL

1425 Old Colony Building  
**CHICAGO**

Daily Capacity, 20,000 Tons

Located on the Big Four and C. & E. I. Railroads

#### C.W.Booth & Co.

*Railway Supplies*

RAILWAY EXCHANGE BLDG.  
 CHICAGO, ILL.

#### C. A. ROBERTS CO.

*"SHELBY"*

*Seamless Steel Tubing*

CHICAGO                      ST. LOUIS  
 DETROIT                      INDIANAPOLIS

#### The New York Air Brake Company

Manufactures the

### STANDARD AIR-BRAKE EQUIPMENT

GENERAL OFFICES  
 420 Lexington Av., New York City

WORKS  
 Watertown, New York

#### FORSTER PAINT AND MANUFACTURING CO.

WINONA, MINN.

Refiners and Manufacturers of

GRAPHITE AND GRAPHITE  
 SPECIALTIES

ROOF PAINT, ROOF CEMENT, ETC.

#### Hedges-Weeks Construction Co.

Rooms 415-416 Holland Building

Railroad Masonry Contractors

SPRINGFIELD, MO.

# GOULD

*Side Frames*

*Bolsters*

*Couplers*

*Open Hearth Steel Castings*

## THE GOULD COUPLER CO.

NEW YORK  
 BALTIMORE

Works: DEPEW  
 CHICAGO

ST. LOUIS  
 SAN FRANCISCO

# STANDARD SEMI-STEEL FOUNDRY CO.

GREY IRON  
SEMI-STEEL

**CASTINGS**

ELECTRIC STEEL  
BRASS & BRONZE

SPRINGFIELD, MISSOURI

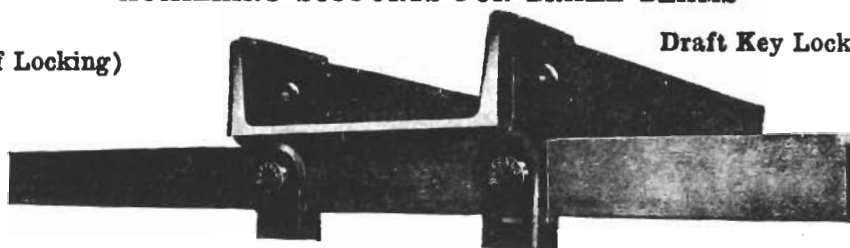
## BUFFALO BRAKE BEAM COMPANY

— BRAKE BEAMS —

AUXILIARY SUPPORTS FOR BRAKE BEAMS

Brake Pins (Self Locking)

Draft Key Locks (Self Locking)



NEW YORK

BUFFALO

## THE OHIO INJECTOR COMPANY

1437 Monadnock Block

CHICAGO, ILLINOIS

Manufacturers of

OHIO LIFTING INJECTORS

CHICAGO NON-LIFTING INJECTORS

CHICAGO AUTOMATIC FLANGE OILERS, CHICAGO

LUBRICATORS, OHIO LOW WATER ALARMS, CHICAGO AUTOMATIC

DRIFTING VALVES, LOCOMOTIVE BOILER ATTACHMENTS, OHIO CAB SQUIRTS

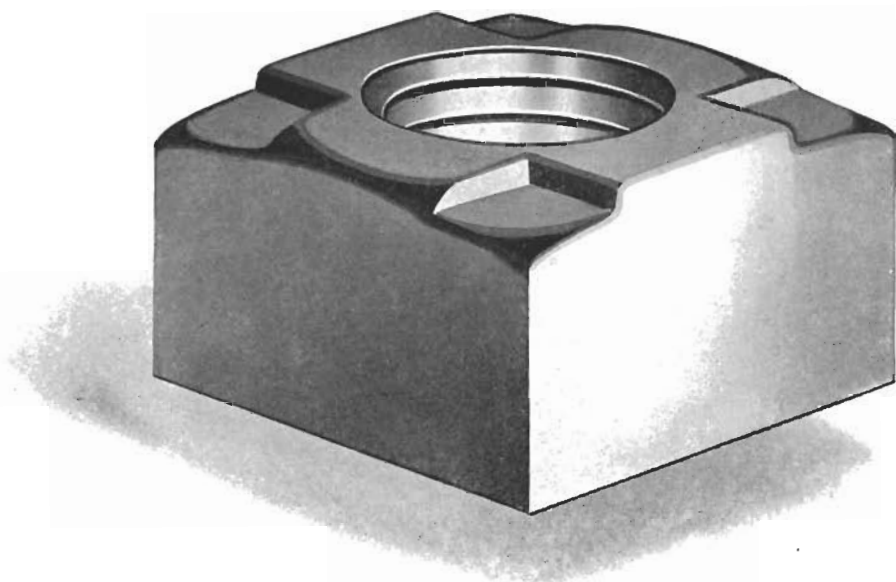
The Frisco Policy to guarantee the safety of their employes  
is further carried out by their purchase of

Marathon Brand Sterilized Wiping Rags

**G. MATHES COMPANY**

St. Louis, U. S. A.

# *The Grip Unit Nut—*



*—1930 Model*

**N**EW developments and devices are interesting, but the proven products of long experience are more reliable. That is why men in positions of responsibility demand experience-proven products—demand facts.

Grip Nut Company, following their policy of continuous evolution towards perfection, offer the result of their labor—better, more efficient, more economical products.

**GRIP NUT COMPANY**

5917 So. Western Avenue  
Chicago, Ill.



# FRISCO LINES

# Pensacola

## Frisco-land

When Frisco-land Looks Abroad

EXPORT shipments, particularly to South and Central America, can be expedited thru the convenient deep water port of Pensacola. Splendid warehouse and wharfage facilities are available. Congestion is minimized. A main line of the Frisco insures fast, convenient freight movements from shipper direct to the Frisco's loading docks at Pensacola.

KANSAS CITY  
SAINT LOUIS

MEMPHIS

PENSACOLA

Where the  
Frisco meets  
the Sea

### Frisco-land

includes—  
Texas  
Oklahoma  
Missouri  
Kansas  
Arkansas  
Tennessee  
Mississippi  
Alabama  
Florida