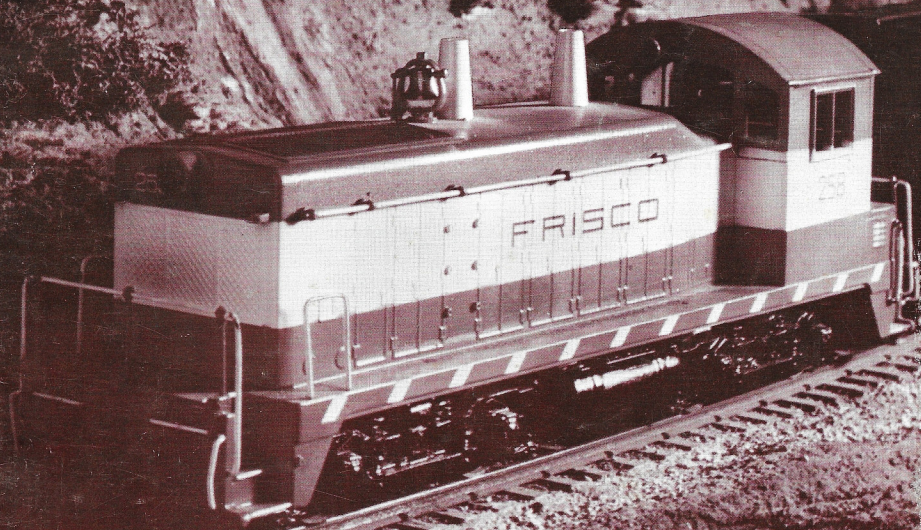


ST. LOUIS-SAN FRANCISCO RAILWAY

all aboard

FEBRUARY 1973



all aboard

The All Aboard Magazine is published every six weeks by the St. Louis-San Francisco Railway for the interest and enjoyment of its active and retired employees. Address all communications to Editor All Aboard, Room 102A — Frisco General Office Building, 3253 East Trafficway — Springfield, Missouri 65802.



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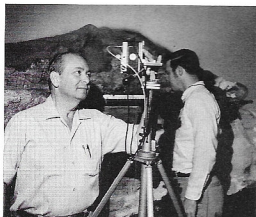
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Correspondents listed above are in charge of all "Frisco Folks" news from their divisions. If you have an article of interest to all railroaders, please contact your division correspondent.



inside

- | | |
|---|---------|
| An Operating Report
the george washington story | page 3 |
| Model Railroading At Webster Groves Station
railroading on a miniature scale | page 6 |
| Appointments & Announcements
heavy traffic changes | page 8 |
| Miss Frisco 1927 — Ms Frisco 1973
our ever changing-never changing styles | page 10 |
| End Of A Line At Pensacola
dummy line with a past | page 12 |
| Frisco Folks Section
everything you always wanted to know | page 14 |
| Do Your Memos Really Communicate?
it's all in the way you write it | page 19 |
| A Call For Historical Material
you too can be a part of Frisco's
proposed historical center | page 20 |



About The Cover —
St. Louisian Joe Bothman and Robert Mueller (l to r) set-up their camera equipment to shoot All Aboard's cover. EMD Switcher No. 258 was built by the Big Bend Railroad Club in 1949. Bothman, who recently painted the engine with Frisco's new red and white colors, added real rust on the line's steel rail. For more information and photos by the two railroad buffs, see page six and seven.

Last year, the Frisco was among 40 major American corporations — five of which were railroads or railroad-based conglomerates — to receive the Financial Analysts Federation award for Excellence in Corporate Reporting. Among the other recipients were Dow Chemical Company, Eastern Airlines, Exxon Corporation, General Electric, General Motors, Sears Roebuck & Company and U.S. Steel Corporation.

an operating report

If you want to
know the score,
read this
summarized form
of Frisco's
annual report

Close to 8900 men and women comprise the Frisco . . . which includes not only the railroad but also the Frisco Transportation Company and other subsidiaries. Wherever you work, whatever you do, you are part of a team effort and we want you to know the score.

The best way to give you the score is to summarize our financial results. If we do well financially, we do well in almost every other way. If we don't do well financially, every aspect of our business soon will be in trouble. Our ability to stay in business depends on making a profit, because the cost of our facilities and equipment, or our tools, must come from profits.

The tabulation below shows what happened in 1972. The first line shows the amount of money we took in. The remaining lines show the various costs of doing business. Each item is identified with a capital letter (A through H). Following the tabulation, each item is explained by a paragraph identified by the same capital letter.

The most successful companies are those which are made up of informed employees. In getting ready for the job ahead of us, each of you is urged to read this summarized form of annual report.

FRISCO CONSOLIDATED FINANCIAL REPORT

	Year ending 12/31/72	
	100%	\$241,907,000
A We received from our customers and from other sources	100%	\$241,907,000
In buying our transportation services, our customers paid the following costs:		
B Cost of wages and benefits (including payroll taxes)	49%	\$119,113,000
C Cost of materials, supplies, outside services and indemnification expense	25%	\$59,903,000
D Cost of facilities and equipment wearing out (depreciation)	6%	\$13,559,000
E Cost of renting equipment and facilities from others	6%	\$14,400,000
F Cost of taxes levied by federal, state and local governments (including Federal Income Tax)	3%	\$7,817,000
G Cost of interest on our debt	5%	\$12,266,000
H Cost of using equipment and facilities (Profit or Net Income)	6%	\$14,849,000*
	100%	\$241,907,000
* Paid to Stockholders - Dividends	2.6%	\$6,424,000
* Retained for Growth and Survival	3.4%	\$8,425,000

an operating report



A 100% \$241,907,000

In 1972, we took in \$241,907,000. Almost all of this amount came from providing transportation service. A small amount came from other sources not directly connected with the selling of transportation but the Frisco's other income is not a major item. Since the Frisco offers no passenger service, all of the transportation revenues we took in came from freight and related services. Our success in selling transportation depends on our ability to provide the kind of freight service which our customers require . . . at a price which keeps us ahead of our competition. Our freight rates depend upon our costs.



B 49% \$119,113,000

The biggest item in our costs of operation are wages and benefits, which includes pensions, health and welfare, and unemployment taxes. In 1972, they accounted for \$119,113,000. Wages have risen sharply in recent years and, when wage increases and benefits exceed gains in productivity, the excess has to be passed on to our customers. If our costs and our freight rates get too high, we can expect a reduction in the amount of money we take in from our customers who will find some other way of shipping their freight. There are not many companies in the United States which pay out of the sales dollar as much money as railroads pay for wages and benefits. On the Frisco in 1972, 49% of every sales dollar went for wages and benefits.



C 25% \$59,903,000

Another major item of expense is the cost of materials, supplies and outside services. These range from paper clips to locomotive wheels, from cotter pins to advertising. During 1972, Frisco's cost of materials, supplies and outside services amounted to \$59,903,000 or 25% of the sales dollar. Railroads are among the nation's largest consumers of steel, fuel oil, and the thousand and one items we use in providing transportation service. Like any housewife, Frisco has to pay the higher prices which year by year have been passed on to consumers because of inflation. Items purchased during 1972 were marked up an average of 5% from their 1971 levels. Railway purchases are an important part of the national economy; in some local economies they can be considered mainstays.



D 6% \$13,559,000

Certainly an all-important item is the cost of equipment and facilities wearing out. Without the tools of transportation, we would be out of business. Our ability to provide transportation depends on cars, locomotives, maintenance of way and shop machinery, typewriters, and a whole host of other facilities and equipment. During 1972, the Frisco set aside \$13,559,000, or 6% of each sales dollar, to replace equipment and facilities wearing out. The amount is less than the actual cost of replacing worn-out facilities and equipment, and the difference must be made up out of our earnings or from new borrowed money. In 1952, a road locomotive unit cost us about \$150,000. In 1972, road locomotives cost as much as \$340,000 per unit. The difference in the amount we set aside for a locomotive's replacement and the actual purchase price is partially the result of inflation, although there is some improvement factor involved in that today's locomotives are better than their counterparts of 20 years ago. Nevertheless, inflation hurts all of us. Inflation is primarily caused by the government issuing and spending more

money than it takes in through taxation. The only way to control inflation is for all of us to insist that our elected officials get government spending under better and tighter control.



E 6% \$ 14,400,000

The Frisco does not own all the equipment and facilities it uses in the conduct of its business. What we do not own, we rent. Like everything else, the cost of renting cars, locomotives and other facilities has risen considerably from the day 25 years ago when we could rent a freight car for a dollar a day. In 1972, the net cost to the Frisco of renting equipment and facilities from others was \$14,400,000.



F 3% \$ 7,817,000

Taxes are another important cost of doing business. Frisco's taxes in 1972 amounted to \$7,817,000. Some of these taxes are discriminatory and in excess of what business in general must pay. Congress is being asked to discontinue these taxes which discriminate against railroads.



G 5% \$ 12,266,000

A big factor in railway operations is the interest we must pay on the money we have borrowed down through the years. Interest is the cost of borrowing money for replacing equipment and facilities we have worn out and for the new equipment and facilities we need to survive in the competitive struggle for traffic. Some of the interest the Frisco must pay is fixed, meaning that it comes due at a fixed rate whether we earn enough to pay it or

not; if it is not paid, the Company could be declared bankrupt. Other interest is contingent, meaning that its payment is contingent upon the Frisco earning enough to pay the amount due. If it is not paid, it accumulates up to 15% of the face value of the security. While any interest is due and not paid, no dividends may be paid on Frisco Stock.



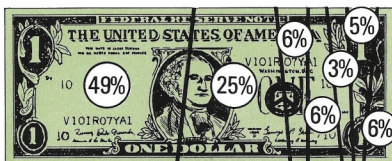
H 6% \$ 14,849,000

Net Income (before Sinking Funds) was \$14,849,000. This is our net profit from all operations. From it must come money to be reinvested in the business for new equipment and facilities and the wherewithal to pay dividends to those who have invested their savings in our Company.

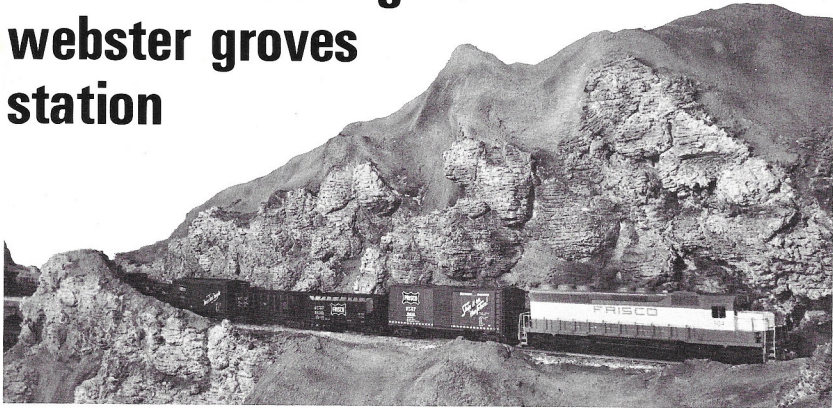
The rate of return on capital invested in the Frisco was 5.2% in 1972. This is far below what it should be in this day and age when most corporations have to pay in excess of 7% to borrow long-term capital. In 1972, Frisco employees received more than 18 times as much money as was paid out in cash dividends to our stockholders. For every \$100 of payroll and benefits, stockholders received about \$5 in cash dividends.

Every company should pay wages just as high as its income permits because it enables them to compete for the best people, but this must be balanced against the obligation to the stockholders without whose tool money the company could not have been born and without which it could not continue.

In 1973, the Frisco and other railroads may expect to face ever-stiffening competition from other forms of transportation. If we are to be successful in meeting that competition, we must improve our productivity and service. To do this, we will need the help of every employee. That is why it is so important for you to know the score.



model railroading at webster groves station



Believe it or not, there's a full-fledged railroad operating at Frisco's old passenger station at Webster Groves, Missouri.

It's called the Springfield and Ozark Railroad and is manned by some 30 members of the Big Bend Model Railroad Club. The railroad is an imaginary single-track, point-to-point line from Springfield to Ozark, operating through the Ozark Mountains of Southwest Missouri.

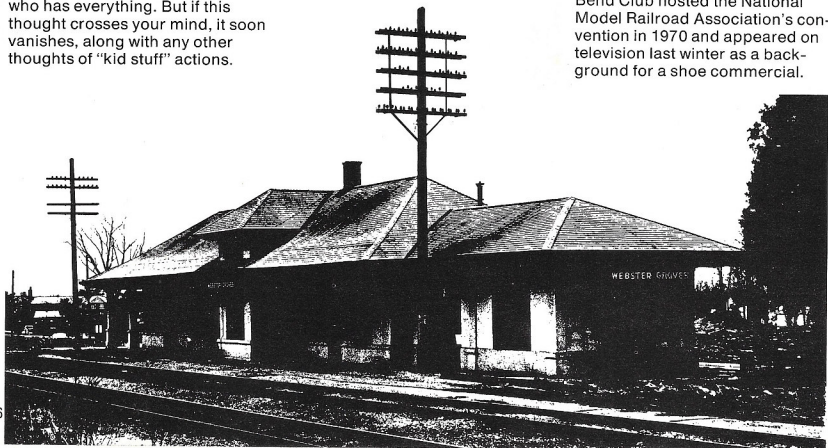
To the outsider who knows little or nothing about model railroading, the layout may look like an ingenious play toy for the child who has everything. But if this thought crosses your mind, it soon vanishes, along with any other thoughts of "kid stuff" actions.

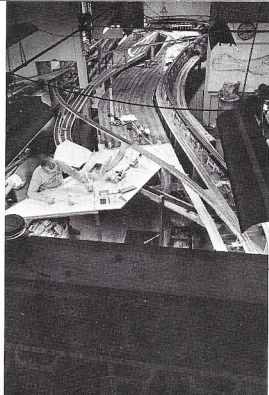
Actually, this mass of wood and glue, plaster and paint, track, electrical wiring and authentically-made railroad equipment, is an exacting science, followed only by those hobbyists with a high intellectual capacity.

The club was formed in 1938 and has been in continuous operation at the Webster Groves Station since its beginning. According to Frisco Special Agent and Club Member Harold Johnson, the club was offered space at the station when the Company stopped operating separate waiting rooms for travelers.

"For an O gauge, quarter inch scale layout, the space was tight, but we managed," claims Bob Whelove, the club's oldest and most talented member. "I joined the club in 1939," continues Whelove. "At that time the station had two open-air roof porches at its ends, and in 1961 we were allowed to close one of them, thus enlarging our railroad room to its present 22 x 63 feet. The old outside third-rail layout was dismantled and our new two-rail system was begun."

An extremely active group, even for model railroaders, the Big Bend Club hosted the National Model Railroad Association's convention in 1970 and appeared on television last winter as a background for a shoe commercial.

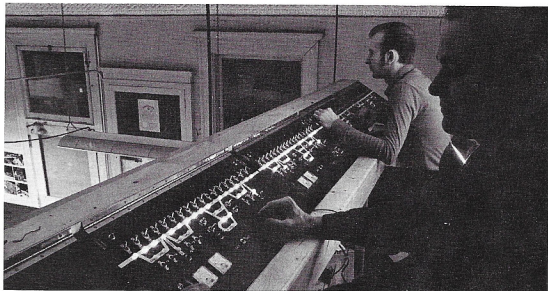
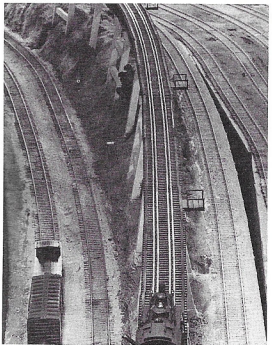




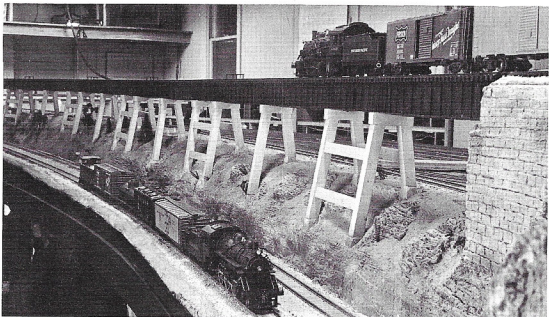
Nearly the entire main line is visible from the "cab" stations. When the new layout is completed, an illuminated track diagram will hang from the ceiling, extending the full length of the room, to give each engineer his signal and route indications.

"Tunnel and bridge clearances can become a problem when hauling shoes made to fit 12 inches-to-the-foot feet on a quarter inch-to-the-foot train," laughs Club Member Robert Mueller. "Fortunately, everyone survived the evening without mishap," he recalls.

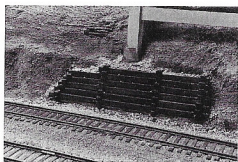
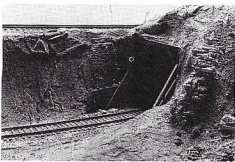
Recently, when Frisco ran its "Spirit Of '76 Train" across the nation, much of the model railroad equipment on display belonged to individuals from the Big Bend Club. "We can't do enough for the Frisco," exclaims Joe Bothman, a self-employed architect. "This was an excellent way for us to repay all the hours of pleasure the Frisco has given our members."



Bill Farmer (far right) and John Ellebracht operate trains from cabs one and three. Speed is controlled with variable transformers.



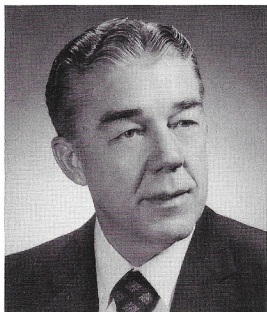
This 1170-scale-foot-long trestle is an exact copy of the Norfolk and Western trestle over the Missouri River Valley at Saint Charles, Mo. It was built by Charles Schwarm of Cincinnati, Ohio, the member who travels the farthest to get to the Tuesday night meetings; 350 miles each way.



This tunnel portal, timber cribwork and all scenic terrain is made from hard shell, wire screen, plaster and wood. Rock detail is carved by hand in the finish coat of the plaster. Ballast is chat rock sifted to get scale sizes.



APPOINTMENTS and ANNOUNCEMENTS



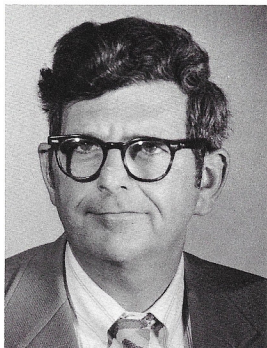
Harlan J. Key

Effective February 1, the following appointments were made by President Richard C. Grayson:

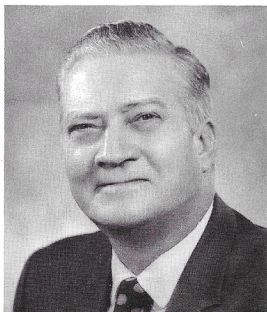
Harlan J. Key, regional sales manager at New York, has been appointed assistant to president with headquarters in Washington, D.C. Key will also continue his duties as regional sales manager - Eastern Division.

Bruce F. Mahon, regional sales manager at St. Louis, Missouri, has been appointed assistant to president with headquarters in Oklahoma City, Oklahoma. Mahon's new duties will include maintaining liaison between the Company and all civic, governmental, industrial, and similar agencies in cities served by the Frisco in the Southwest. He will also be available to assist all departments of the Company in matters which concern activities in his area.

Key began his railroad career with the CRI&P Railroad in 1942 as a mail clerk and came to the Frisco in 1944 as a freight agent in Little Rock, Arkansas. He later served the Company



T. M. Mabon, Jr.



Bruce F. Mahon

as a traveling freight agent, general agent, traffic manager and district sales manager before his appointment to regional sales manager on September 1, 1964.

Mahon is a veteran of 42 years' with the Frisco, starting his career as a clerk on August 15, 1931. In 1937, he was appointed passenger agent at Chicago and later served as a recon-signing agent and a traffic representative at the same location. After a four-year tour in the Army during World War II, Mahon was again appointed to the position of traffic representative in Chicago in 1946. That same year, he was appointed general agent at Omaha, Nebraska, and moved to Kansas City, Missouri as general agent in 1951. Mahon served as traffic manager and later district sales manager at Tulsa, Oklahoma before his appointment to regional sales manager at St. Louis on October 1, 1962; the position he leaves to assume his new duties as assistant to president in Oklahoma City, Oklahoma.

T. M. "Tim" Mabon, Jr., formerly assistant to president in Washington, D. C., has been appointed assistant vice president-traffic-administration, effective February 1, it was announced by Ernest D. Grinnell, Jr., vice president, traffic and industrial development.

Mabon started his railroad career with the Frisco upon graduation from Princeton University in September 1949. He has served as a traffic representative, commercial agent, assistant district sales manager, district sales manager, assistant superintendent, and superintendent-district sales manager; one of the first dual assignments by the Frisco in an effort to better train individuals in both operations and sales.

Mabon was appointed executive representative in Washington, D. C., in 1969. He was promoted to assistant to president at that location the following year.



Victor H. Biedermann, traffic manager, government traffic, retired December 13 after more than 48 years' service with the Frisco.

Also retiring in December was Gus O. Strebeck, formerly district sales manager at St. Louis, Missouri. Strebeck is a veteran of 36 years' with the Company.

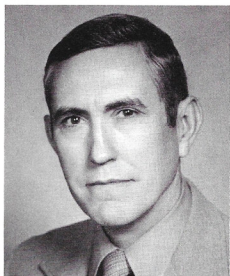
Both men took an early retirement due to failing health.

Biedermann started his railroad career with the Frisco in July 1924. After serving in various clerical positions he was named general agent at Jacksonville, Florida in January 1942, director of development at St. Louis in March 1951, freight traffic manager in '52, and regional sales manager at Atlanta, Georgia in 1956. He was appointed regional sales manager and assistant to vice president traffic and industrial development in 1963, and finally, traffic manager, government traffic, at St. Louis on August 1, 1969.

Strebeck entered railway service June 8, 1936. Following numerous clerical appointments and a tour in the Army during World War II, he was appointed traffic representative at Atlanta, Georgia on January 1, 1948. Later, Strebeck consecutively held the positions of general agent at Miami, Florida and New Orleans, district sales manager at New Orleans, assistant district sales manager at Birmingham and St. Louis, and was appointed district sales manager at St. Louis on August 1, 1965, the position from which he was retired, December 31.



A. J. Morrow



E. W. Ritter



G. Barker Donica

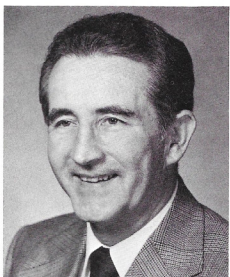
Effective immediately, the following appointments have been announced by the Traffic Department:

A. J. Morrow, regional sales manager, St. Louis, Missouri; E. W. "Tex" Ritter, regional sales manager, Birmingham, Alabama; G. Barker Donica, district sales manager, St. Louis; Thomas J. Toughey, district sales manager, Kansas City, Missouri; and Victor J. Heichert, district sales manager, Minneapolis, Minnesota.

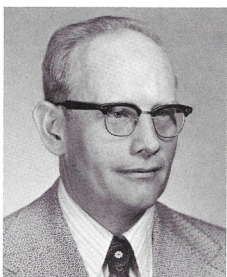
A native of Springfield, Missouri, Morrow came to the Frisco as a clerk in 1936 and rose to the position of passenger representative at Tulsa, Oklahoma before leaving for military service in 1941. He resumed his railroad career in 1946, serving at various locations in the following positions: district passenger agent, general agent, district traffic agent, assistant district sales manager and district sales manager. Morrow was promoted to regional sales manager at Birmingham on December 1, 1964, the position he leaves to assume similar duties at St. Louis.

Ritter, formerly district sales manager at Kansas City, Missouri, began his railroad career as a messenger boy in 1940. He served in the Army from 1942 to 1946 and was appointed to the position of clerk on his return. He later served the Company in various clerical capacities in Pensacola, Florida and Birmingham, before his promotion to traffic representative at Birmingham in 1949. Ritter moved to the position of general agent at Nashville, Tennessee in 1952; district sales manager, Milwaukee, Wisconsin in 1956; assistant district sales manager, Kansas City in '59; and was promoted to district sales manager on October 1, 1960.

Donica entered Frisco service in 1936 while a student at Southwest Missouri State University in Springfield. He served as ticket agent and station



Thomas J. Toughey



Victor J. Heichert

master from 1941 to 1947 when he was appointed rate clerk in the Traffic Department. In 1948, Donica moved to Memphis, Tennessee as a traffic representative and later served in that same capacity at Chattanooga, Tennessee before his promotion to assistant district sales manager at St. Louis in 1956; the position from which he is being promoted.

Toughey, formerly district sales manager at Minneapolis, Minnesota, started his railroad career as a steno-clerk in 1947. He later served as a statistical clerk and a chief clerk before his promotion to traffic representative in 1952. Toughey was appointed district sales manager at East St. Louis, Illinois in 1957 and district sales manager at Minneapolis on May 16, 1960.

A 29-year railroad veteran, Heichert began his career as a steno-clerk on the Minneapolis and St. Louis Railway in 1944. He came to the Frisco in 1951 as a chief clerk in the Traffic Department and was promoted to traffic representative in 1952; the position he leaves to assume the duties of district sales manager. Heichert's entire railroad career has been in the Minneapolis area.

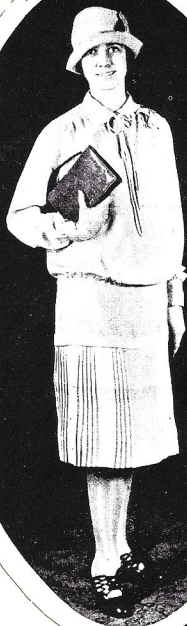


James T. Hanks

James T. Hanks, formerly office manager for the Law Department, has been appointed assistant general counsel.

Hanks came to the Frisco in 1961 after an assortment of secretarial positions with various St. Louis firms. He served the Company as secretary to general counsel on litigation, commerce and corporate matters pertaining to the railroad before his appointment to assistant office manager in 1966. Hanks had been office manager for Frisco's Law Department since July 1, 1969.

MISS FRISCO 1927



Thel Lincoln of the accident prevention department, St. Louis, is shown wearing a new pebble crepe dress, of charming compose effect. A little felt hat of a corresponding tone adds to the outfit.

Katherine Lehoullier of the freight traffic department, St. Louis, is shown wearing a sweater in blazer stripes of bright colors. A grey flannel skirt and a scarf of Zephyr wool with bright-colored border, adds a distinctive touch.



An imported tweed coat, in tones of white, grey and black, is modeled by Olive McCoy of the office of the freight traffic department, St. Louis. The collar is natural badger.

The names are different, but the clothing bear a striking resemblance. Believe the layout on the left is from the issue of "The Frisco Employee". On the right are Springfield, Mo. by members of Frisco's Springfield, Mo.

Really now, will the real Frisco come up . . .

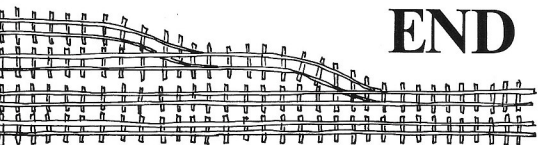
MS FRISCO 1973



but the models and their
resemblance. Would you be-
have appeared in the February
"Globe's Magazine" in 1927?
fashions for 1973 modeled
Personnel Department in

Sue Groves please stand

Left — Gerry Walker
Center — Sue Groves
Right — Judy Stockdale



END OF A LINE

At Pensacola

after nearly 80 years

They've ended rail traffic on The Dummy Line?

Dummy Line?

Never heard of it?

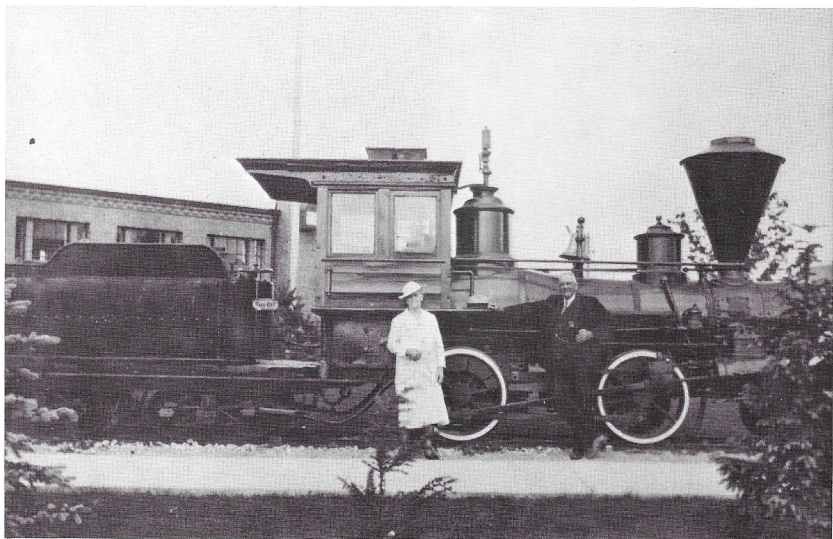
Well, maybe not, writes T. T. Wentworth, Jr., in the December issue of "Via Pensacola," but the short (7.5 mile) trunk line has recorded an unusual chapter in local history, particularly military history.

Written from memory and facts gathered by local Frisco personnel, Mr. Wentworth's article continued by explaining the reasons behind abandonment of the historic little line.

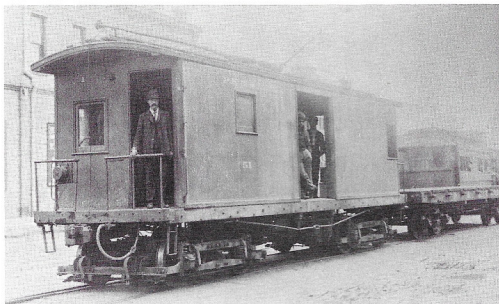
Declining traffic caused both the naval command and the road's present operators, the Frisco Railroad, to petition for close-down of the venerable run. November 15th, a small diesel pulled four cars to an interchange . . . and the book was closed.

The change will not end Frisco's service to the sprawling Naval Air complex, however. Working through an interchange, and through piggyback arrangements, the Company will continue to move freight to and from the base.

The first chapter was written before the turn of the century. Then, the Navy Yard (foreunner to Pensa-



The famous "Dummy Line Engine" standing at Pensacola's Main and Jefferson Streets around the turn of the century. The people are not identified.



This was the Bayshore of "Dummy Lines" famous "bucking Bill," a butt-headed car used on the run during electrified days. She was roughriding, but powerful.

cola Naval Air Station) was a combined defense mission and ship's repair center. Although a stone's throw from Pensacola, the "Yard" was cut off by two bodies of water. Travel between the two was traditionally by boat. But then, as residences were built along the shoreline of Pensacola Bay and as naval and civilian compliments grew, a "better way" was needed.

It was furnished by the company then operating Pensacola's street railways. Track was laid, bridges built, and small "Dummy steam engines" were purchased. The single track line offered commuter style traffic, with a short dual track bypass at Palmetto Beach, where trains coming in opposite directions met one another. (Need for the good old fashioned railroad man's watch was obvious.) Freight was carried, as well as passengers, and there were regular station stops between the downtown area and the "Yard."

Early in this century the line was electrified, as ownership shifted to the Pensacola Electric Company; in the mid-1920's Gulf Power Company acquired the utility franchise along with street railways as it consolidated numerous small power generating stations. In 1928 the tracks were sold to the Frisco, bringing national service to the area.

For four years the line remained "an electric"; but then tracks were strengthened, and regular engines took over. The year: 1932.

Slowly the picture changed. Automobiles and buses slowed passenger demand, and that service ended. Then, with motor trucks and barges providing increasing service to the naval facilities, the numbers of freight runs declined. Gradually, the Navy acquired portions of the trackage, the interchange yard and even the long trestle across Bayou Grande, which divides the military from the mainland.

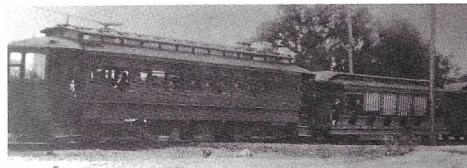
Early this year, naval and Frisco officials began the painful analysis which resulted in an application to discontinue service. On September 8 Congressman Robert L. F. Sikes announced that the termination would be effective as soon as necessary legal amenities were concluded. November 15, the last cars rolled.

Frisco will continue to operate over a portion of the line, running westward to Bayou Chico and across its bridge to industries located on the bayou's southern shore.

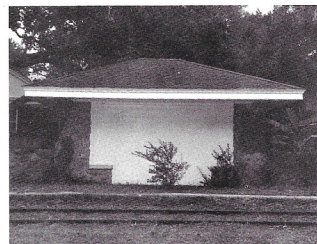
Beyond that?

Studies will continue to satisfy final disposition of land right-of-way. Long unused passenger waiting points surely will disappear. And the slow rumble of the daily train will be heard no more by the residents of fashionable Bayshore, Star Lake and Harbourville.

"The Dummy Line is long gone," ends Wentworth. "But the memory will linger on for many Pensacolians and railroad buffs."



Navy Yard workers once rode to work from the Pensacola area on cars like this.



Station stops along the line afforded protection while waiting for the cars.

frisco folks

GENERAL OFFICES By Cathy Burkett—Doug Stark

Although Christmas '72 is past, Frisco's Revenue Department, spearheaded by GERI BAUMGARDNER, group head, adopted a family from the Leader & Press-sponsored "Share Your Christmas Program," in lieu of gifts to each other or to the department's supervisors. The group bought a wheel chair for a father who had lost both legs in a motorcycle accident, clothes for two children, and gave a personal gift of money to the mother of the family. Your correspondents believe this would be a great act to follow in 1973.

ART VAHRENHORST, accounting engineer, Accounting Department, up one recent morning at 4:00 AM, stumbled against a couch breaking a small toe. Art says size has nothing to do with pain, adding . . . "that hurt!"

N. D. (DARRELL) BRYANT, assistant bridge engineer, is president-elect of the American Railway Bridge and Building Association. In addition to his professional interests, Darrell, with his wife's assistance, is building a houseboat on far-away Spring River.

JOAN PHILPOTT, stenographer, office of GST, is at home following discharge from the hospital. Joan, recovering from a broken hip caused by a fall on the ice, joins a host of others who won't forget "The Winter of 1973." Just to get her back on board, a lot of people would be willing to push her wheel chair up and down the passageways.

ELIZABETH BOWMAN, secretary, Traffic Department, retired effective February 1. Elizabeth, whose Frisco friends are legion, and who was winned and dined by her fellow employees in the Traffic Department prior to her last day at the office, was guest at a surprise party held at Springfield's Shady Inn during the evening of January 18. Her son, Don, and daughter-in-law Barbara, helped Elizabeth carry a "queen-sized" stocking full of dollar bills home. Additionally, she carries the very best wishes of her many, many friends for a long, happy retirement.

A warm welcome is extended to CATHY LUX who replaces Elizabeth as secretary in the Traffic Department. Cathy is formerly from the Traffic Office in St. Louis and for the past several months has worked in the file bureau in the Springfield General Office. Husband Dennis is in the Treasurer's Office, Springfield.

Congratulations to ED and LIL HEISS on the birth of a new granddaughter, KELLY BETHANY, born January 17, weighing 8 lbs. 5 oz. Parents of this new little Miss are BILL and SUZIE HEISS of Kansas City. Big brother KERRY is all of 17 months and we don't have a report yet on whether he is going to keep Kelly or not.

Our sympathy is extended to NORMA POTTENGER, file clerk, whose mother passed away on January 11. Her mother was Mrs. DINORA DIAZ of San Francisco, California.

Sympathy is also extended to GENE RANDALL, Purchases & Stores, in the death of his mother GLADYS RANDALL on January 29.

General Office mail clerk Kleiman O'Neal is all smiles as he displays a "box full of money" given him by friends and co-workers on his last day of work January 31. O'Neal has been with the Company since 1935.



TO ALL SPRINGFIELD MEN

The Frisco Men's Club Annual Stag Dinner will be held March 2, 6:30 P.M. at Eagles Hall, 1720 N. Jefferson, Springfield, Mo. See your Contact Man for tickets which are now available. Also, be sure and get your memberships before this dinner. Memberships are also available from your Contact Man.

ST. LOUIS NEWS By Marge Hamor

We also welcome BOB PARKER, who came to Frisco at St. Louis on December 28.

Lots of luck and good wishes go to the two retirees, namely V. H. (VIC) BIEDERMANN, whose retirement was effective December 15, and to G. O. (GUS) STREBECK, effective December 31.

QUANAH ROUTE By Charlene Crisp

We were sorry to lose Telephoner-Clerk RAYMOND L. JOHNSON who has bid on the operator's job at Lawton, Oklahoma. Ray had been with the "Q" since 1948.

Telephoner-Clerk JOHNNIE D. KONKLER is back on the job at Quanah after a few months on the Frisco at Wetumka, Oklahoma.

We wish a speedy recovery to Agent DAVE F. WILLIS who is having a bout with pneumonia.

The following employees vacationing the latter part of December were: District Gang Laborer HOWARD T. TOOKE, Telephoner-Clerk J. D. GRIMES, Conductors LOWERY L. TIDMORE and BOBBY E. HINES and Engineer ELBERT LEWIS.

Sympathy to Brakeman GARY WILLIAMS and wife in the loss of her mother on January 5; and to Telephoner-Clerk JEWELL E. ELZA in the loss of his mother on January 9.

The Annual Frisco Golf Tournament is scheduled for June 15 & 16 at the Grandview Golf Course in Springfield, Missouri.

SOUTHWESTERN DIVISION By Brandy Carole Alsop

Retired Telegrapher R. D. RICHEY, Route 2, Box 442, Simpsonville, South Carolina, 29681, wants to wish everyone a Happy New Year and would like very much to hear from all of his rail friends.

Our deepest sympathy is extended to the family of BOB CLINE. Bob passed away November 23 after an extended illness. He was an engineer at Cherokee Yards. Sympathy is extended to MERT SNYDER, Tulsa yardmaster, on the loss of his father. Also to JESS CONNER on the loss of his son. Sympathy is extended to RALPH GRIF-FIN, Oklahoma City switchman, on the loss of his mother and wife due to injuries suffered in a recent car accident.

JUDY SEWELL won first, second and third in twirling at Bishop Kelly High School. Judy has been twirling five years and has won many medals and

District Gang Worker Edd Nuckles (standing second from right) retired recently after 37 year's on the Frisco. Members of District Gang 353 shown with him are; (standing l to r) Oscar Payne, Gentry James, Nuckles, and Roy Wilkinson. Kneeling are (l to r) Ted McCarty, Gene Vick, Henry Carter and Ronald Portman.

trophies. Judy lives in Oklahoma City and is the granddaughter of CARL SAMPLE, Cherokee Sub conductor.

Tulsa Clerks Union Dinner was held Thursday, November 30 at the Holiday Inn.

BASIL HEMMINGWAY retired as general yardmaster in Oklahoma City. We wish him a happy retirement. HAROLD LLOYD of Okmulgee replaces Basil.

A happy retirement is also extended

to R. C. JONES, Tulsa switchman, and Engineer DAVE CHURCH who retired January 1.

Congratulations to LINDA and JOHN REED who are the proud parents of a baby boy, TRAVIS WAYNE. Travis was born December 29.

Also, congratulations to Mr. and Mrs. TOM HEINEY, on the arrival of their Christmas baby, TAMMIE IRENE.

Congratulations to KATHY and LARRY CARTER on the arrival of a baby boy. GREGG SHAWN was born January 22, weighing nine lbs. and two oz.

JOY LYNN YARBROUGH was born December 15, weighing eight lbs. 10 oz. to JOANIE and DALE YARBROUGH. Joy Lynn is the one and only granddaughter of Switchman B. B. ELDER. Mr. Elder is a very proud grandfather.

Congratulations to DAVIS HASH and DIANA SAWYER who were married December 7; to BILL AKINS and wife BRENDA who were married January 15; and to KAREN CAMPBELL and LEROY FARLEY, Enid switchman, who were married November 3 in Tulsa. Karen is the daughter of Division Trainmaster and Mrs. GEORGE CAMPBELL of Enid.

Tulsa Brakeman GARY CARTER is the proud owner of a new 442 Olds, and Tulsa Caller MARILYN VERMILION is the proud owner of a new Duster.

New Switchmen in Tulsa are J. W. CARLOCK, PHILL LYTLE, S. F. WALKER, JIM ROGERS, C. J. WALKER, and MURPHY JENKINS. Welcome.

(next page)



SOUTHWESTERN DIVISION

(From page 15)

Best wishes for a long and happy retirement are extended to Engineer C. C. (CHICK) DAUGHERTY. Chick had a special card made up that reads: *I have no phone, no address, no business, no worry, no money and no prospects.*

Since I have retired from life's competition I find each day an exact repetition;

I get up each morning and dust off my wits, pick up the paper and read the obits;

If my name is missing, I know I'm not dead, so I eat a big breakfast and go back to bed.

We are happy to see Engineer WARREN GIBBERSON back on the job after being off ill for sometime.

WARREN WILSON, roundhouse worker at Ft. Smith, has returned to work after being off due to illness. Welcome back. Also welcome back to LAWSON BROOKS, Tulsa messenger, who has been off due to illness.

Mr. and Mrs. DOUG (NICK) NICHOLSON, Ft. Smith clerk, recently spent two weeks in Florida.

The Frisco Ladies Auxiliary of Ft. Smith elected officers and will have their first meeting January 25. The new officers are, President, MRS. FLOYD DAVIS; First Vice President, MRS. DOUGLAS NICHOLSON; Second Vice President, MRS. ROBERT RICE; Secretary, MRS. JAMES MICHAEL; and Treasurer, MRS. CHARLES SNIDOW.

Tulsa has two new trainee clerks, LORENE WISE and LOGAN LINE.

Sympathy is extended to the family of retired Clerk ROY FLOYD, who passed away January 3. Also to the family of retired Clerk ARCHIE CRUME who passed away January 8.

BIRMINGHAM TERMINAL By Nick Campanotta

Well here we are getting settled into a new year with Safety first, second, and always, upmost in our minds at Birmingham Terminal. Superintendent Akins has already began a big drive to get us back where we ended up in 1971. Safety tapes are heard regularly on all shifts, and I for one can see a healthy response from my fellow employees.

We congratulate the Kansas City Terminal for their beautiful record in 1972 and encourage them to continue their efforts in '73. Birmingham Terminal

will be right behind them. We also hope that the rest of the Frisco family will follow suit.

New faces from Springfield's training class are: LINDA THOMAS, DIANE BELL, ETHEL HOUSTON, HAROLD SCOTT and CANDY MCKAY.

TOM PIKE, son of General Yardmaster ED PIKE, has been invited to the Holy Land to sing with a special choir. I know the "General," as we call him, is very proud of Tom.

Congratulations to

Track Walker JAMES MORROW who has a perfect safety record to match his 40 years' of service. Morrow is very serious about safety and over the years has contributed many helpful tips on preventive measures that has eliminated safety hazards.

Senior citizens seen around the terminal lately are: Retired Carman GRADY WATSON, Retired Chief Clerk BOB KILPATRICK, and Retired Clerks JOE and MARLEY BATES.

I had an occasion to be extremely proud of my association with the Veterans of Foreign War Post 668 recently, when we honored patients at the VFW Hospital. This, the largest post in the Nation, also threw a party for needy children distributing many nice gifts to the more than 300 children in attendance. The honorable GEORGE SEIBELS, mayor of Birmingham and a post member, took part in the affair.



AT&N LINE By "Clementine"

Valentine's Day will be here and gone when you read this — so if you haven't done so already — tell the one you love the most "I love you" and tell all the others — well, you've probably already done this. Would you believe I'm at my hair dresser and my last word before getting under the dryer was "don't make me too beautiful, I've got a jealous husband."

Believe these last six weeks have been some of the hardest we have had on the Mobile Sub. Don't know if it's work, attitudes, or "something else." Whatever — let's hope things turn for the better — including "us."

It's a little girl for Carman WILLIE LOWE and his wife. Their first and needless to say, "Willie is all smiles!"

If you do not believe in miracles, you better not talk with Foreman ALBERT REEVES. He and his wife are the proud parents of a little baby boy and when we say "little" that is what we mean. JERRY was born three months premature, weighing in at less than three pounds. He is still in the hospital and has fought his way up to three pounds and 14 ounces. When he reaches five pounds, he can go home. Albert says if this isn't a miracle, what is?

We were happily surprised when S. CURTIS LONG, retired section foreman, came by the office this week. He is now living in Millry, Ala., and is this town's "Marshall Dillon and Festus" all wrapped up in one.

Several of our folks have been ill. Seems there is an epidemic in this state. Mrs. MABLE HATCHER, wife of Engineer S. B. HATCHER is home after spending several days in the hospital.

Agent RED LONG recently had eye surgery, but is still running things at Reform.

RALPH RUPERT, son of Engineer BOB RUPERT, recently underwent surgery for an appendectomy. HAZEL MOSELEY, wife of Clerk WAYNE MOSELEY is home and doing fine after surgery.

Received a note from Engineer MAURICE DEAS, that his grandson entered the hospital January 24 for brain surgery. Have not heard from Maurice concerning this, let's hope the ole adage "no news is good news" is true in this case.

Conductor J. M. CAHOON is off sick, Clerk Operator N. B. SAUCE has been absent from work account "London Flue."

Sympathy to Clerk RON COPPER in the recent death of his grandfather. And sympathy to the family and friends of F. L. "RUNT" BOSWELL. Runt passed away January 5 after a long illness. He was retired from the AT&N as a blacksmith-welder and lived in York, Ala.

Congratulations to Clerk LOLA PHAREZ on her first grandchild — a boy, ZACHARY HEATH PHARES, born in January. It was hard to determine who was the most excited, the grandparents or the parents.

Mobile Sub welcomes TOMMIE JEAN WRIGHT, REB clerk at York, Ala., and TERRY ALLUMS, Car Department laborer, Mobile.

GEORGE MONTGOMERY, mechanical foreman, underwent heart surgery January 16 at Baptist Memorial Hospital, Memphis, Tenn. All reports received have been in his favor. While he's away from us, WAYNE CALDER,

from Birmingham has been in Mobile spearheading the Car Department. We appreciate Wayne. He has taken over like an "ole pro" - with the paper work too.

Footboard Yardmaster E. E. ESTES and his wife have returned from a trip to Jamaica. A trip awarded Mrs. Estes for the fine work she is doing in real estate.

In the last few weeks there has been a lot of activity in the Freight Office in Mobile. We have had the following gentlemen with us from Springfield. The group is making a performance study of all jobs and activities: JACK BELLMAN, BUD PINCKNEY, GARY WINGO, DON PRATHER and DON NIEWALD. Will have to admit that since they have been here, they have added something to our office - a lotta' traffic, a lotta' questions and "some" donuts! on occasions. They have been a group of good guys (so far) and if and when they depart, it's no secret, they will be missed.

Mardi Gras is February 26 to March 6, with the big day being March 6.

Our concern goes out to the L. H. SMITHS at Cuba, Ala. L. H. SMITH is a retired engineer and they lost everything they had in a fire last week. They are thankful that no lives were lost in this tragedy and most of the loss can be replaced.

So long for now.

**EASTERN DIVISION
By Genera Luscombe
and Norma Champieux**

Congratulations and best wishes go to Springfield-Lebanon Sub Brakemen O. I. TAYLOR and JOE WATSON, and to Willow Springs Brakeman FLOYD BARNETT on their recent retirements.

Freight and Yard Office employees gathered on January 12 for cake and punch in honor of ROBERT A. HASTEN, LEON SQUIBB and E. J. TAYLOR, all of whom have retired in the last few months. Mr. Hasten had been with Frisco 49 year's in various clerical capacities. Mr. Squibb and Mr. Taylor, 30 and 25 year's respectively. We wish these gentlemen a long and happy retirement.

Engineer Track and Structures D. A. BELL and Mrs. Bell, are the proud new parents of a son born January 4. MATTHEW weighed in at 10 pounds and makes number five for the Bells.

(next page)

Retirements

FRANK L. ALLISON, mechanical department, Tulsa, Okla.

DUDLEY T. ANDERSON, clerk, Oklahoma City, Okla.

ERNEST AVERY, mechanical department, Amory, Miss.

FLOYD BARNETT, brakeman, Springfield, Mo.

JESSE BELL, locomotive engineer, Springfield, Mo.

WENDELL H. BENFORD, laborer, Oklahoma City, Okla.

ROBERT C. BROCKELMEYER, group head-divisions, Kirkwood, Mo.

RICHARD BROWN, laborer, Tulsa, Okla.

HOUSTON L. CARTER, steel gang laborer, Amory, Miss.

DAVID E. CHURCH, locomotive engineer, Tulsa, Okla.

ROSS F. COBLE, machinist helper, Springfield, Mo.

CHARLES C. DAHERTY, locomotive engineer, Monett, Mo.

ORVILLE J. DAVIS, Jr., yardmaster, Tulsa, Okla.

RILEY A. DECKARD, roadway equipment shop, Springfield, Mo.

EUGENE J. DUDDY, sales representative, Portland, Ore.

JOSEPH F. FORD, locomotive engineer, Fort Scott, Kans.

ESSICK GILLEYLEN, mechanical department laborer, Amory, Miss.

WEBSTER A. HARDISON, trainman, Springfield, Mo.

GENE L. HARRIS, assistant principal engineer, Springfield, Mo.

MARION F. HOLDER, agent-telegrapher, Carthage, Mo.

VERNON HOPKINS, laborer, Sapulpa, Okla.

PARIS F. JORDAN, sheet metal worker, Tulsa, Okla.

WILLIAM M. LOVATA, general foreman, St. Louis, Mo.

PAUL G. MATTHEWS, conductor, Fairland, Okla.

GEORGE W. MERTZ, conductor, Fort Scott, Kans.

EARL H. NELSON, conductor, Thayer, Mo.

JOHN H. NEWCOMB, brakeman, Fort Scott, Kans.

EDD A. NUCKELS, section gang, Celina, Tex.

FLOYD W. PENN, roadway shops, Springfield, Mo.

JOHN E. POWELL, district gang laborer, Puxico, Mo.

NOBLE H. REED, locomotive engineer, St. Louis, Mo.

AUSTIN A. ROST, shop porter-janitor, Springfield, Mo.

WILLIAM L. SHUFORD, conductor, Chaffee, Mo.

ORVILLE I. TAYLOR, brakeman, Springfield, Mo.

DEWEY T. WARREN, clerk, Memphis, Tenn.

LAURENCE C. WATKINS, maintenance engineer, Cleveland, Okla.

JOE B. WATSON, brakeman, Willard, Mo.

TROY A. WEBBER, conductor, Thayer, Mo.

IRVIN C. WHALEY, office porter, St. Louis, Mo.

BILLIE WILLIAMS, district gang laborer, Tulsa, Okla.

SAMMIE WILLIAMS, district gang laborer, Holly Springs, Miss.

In Remembrance

JAMES B. ANDREWS, retired locomotive engineer, Miami, Okla., 11/24/72

CLARENCE C. ATTEBERRY, retired chief clerk, Oklahoma City, Okla., 12/20/72

OLIVER K. BAKER, retired b&b carpenter, New Albany, Miss., 12/19/72

EDWARD H. BELONGY, retired mechanical foreman, Thayer, Mo., 1/1/73

LEO W. BLAKELY, retired warehouse foreman, Fort Smith, Ark., 11/72

SAMUEL E. CATES, retired machinist helper, Springfield, Mo., 11/19/72

PAUL D. CHAPIN, retired locomotive engineer, Memphis, Tenn., 1/13/73

ANDERSON CRAWFORD, retired stowman, Amory, Miss., 11/72

GILBERT C. DAUGHERTY, retired telegrapher, St. Louis, Mo., 11/72

LUTHER A. ELLZEY, retired switchman, Memphis, Tenn., 12/72

ROY L. FLOYD, retired clerk, Tulsa, Okla., 1/3/73

JAMES W. HALL, retired machinist, Springfield, Mo., 10/30/72

WALTER L. HARRIS, retired yardmaster, Memphis, Tenn., 1/15/73

DANIEL W. HAWKINS, retired car laborer, Memphis, Tenn., 11/26/72

LAWRENCE F. HOCKEY, retired conductor, Springfield, Mo., 12/10/72

THOMAS B. HORAN, retired yardmaster, Vincennes, Ind., 12/12/72

VENCILL L. LAKE, retired carman, Wichita, Kans., 12/16/72

CLARENCE C. McFADDEN, retired switchman, Memphis, Tenn., 11/72

CHARLIE S. McGEE, retired laborer, Idabel, Okla., 10/72

JOHN R. McHALE, Jr., retired switchman, Affton, Mo., 11/72

JOHN J. MARTIN, retired rate clerk, Mobile, Ala., 12/18/72

GEORGE J. MERTENSMEYER, retired freight handler, St. Louis, Mo., 11/12/72

WILLIAM MILLER, retired section foreman, Dallas, Tex., 11/72

OREN D. MOORE, retired carman, Monett, Mo., 12/27/72

ED MORGAN, retired switchman, Memphis, Tenn., 11/72

OTHEL N. MORTON, retired engineer, Springfield, Mo., 11/72

JOHN MOSLEY, retired messenger, Memphis, Tenn., 1/3/73

HOSTON E. NASH, retired fuel foreman, Amory, Miss., 11/30/72

FRANK B. NEAL, retired carman, Kansas City, Kans., 11/72

STEVE NICHOLS, retired track laborer, Tulsa, Okla., 11/72

VICTOR K. PACK, retired mechanical foreman, Wichita, Kans., 11/14/72

WILLIAM B. PHILLIPS, retired mill machine man, Springfield, Mo., 11/72

ROY C. REYNOLDS, retired switchman, Springfield, Mo., 11/72

OTTO A. RHODES, retired engineer, Birmingham, Ala., 11/72

MAX F. RUPERT, retired locomotive fireman, Springfield, Mo., 11/72

FRANK G. SCHRATZ, retired car inspector, Fordland, Mo., 11/30/72

RALPH O. WILLARD, retired locomotive engineer, Fort Scott, Kans., 11/72

ROBERT E. WILLIAMS, retired crossing flagman, Enid, Okla., 11/72

JOSEPHINE WOLF, retired nurse, St. Louis, Mo., 10/72

EASTERN DIVISION (from page 17)

Mrs. JOYCE COWDREY has returned from maternity leave and first floor employees wish to welcome her back to work.

Car Clerk C. L. EULISS has a new arrival at his house — a new Buick Century.

A big welcome back to Springfield to Roadmaster MARVIN BROWN and his wife, JAYNE, who is now working extra clerk at the Springfield Yard Office. Mr. and Mrs. Brown were transferred back from Kansas City.

Chief Caller JIM HUDSON is the proud new grandpa of CHRISTINA ANN CANNADY, born November 27.

Our sincere sympathy to General Agent KENNETH KLUTHE in the loss of his brother, Paul, who passed away in Houston, Texas, January 27.

Sympathy also to the ROBERT E. TEEL family in the loss of their son, MARK, who died in a tragic automobile-pedestrian accident on January 27. Mr. Teel is employed at the Diesel Shop.

Sheet Metal Worker LOWELL WOOLMER lost his father recently. Our sympathy to Mr. Woormer and his family.

Mr. and Mrs. STEVE HILL have adopted a new son, CHRISTOPHER LEE. Diesel Foreman CARL HILL is the proud new grandpa.

Congratulations to Springfield-Lebanon Sub Engineer HAROLD ADAMS who retired last month after 43 years on the Frisco.

We were sorry to hear that Retired Car Inspector CLARENCE WOODWARD passed away December 31. A 44 year veteran, Woodward was 88 years old. He leaves his wife, Sarah, a daughter, five sons, 19 grandchildren and 30 great-grandchildren.

Our sympathy also to the family of Retired Passenger Conductor W. H. "2-mile" JACKSON who died November 30 at Thayer, Mo. The 83 year old Jackson was a veteran of 57 years with the Frisco.





Do Your Memos Really Communicate?

A memo should communicate as effectively as a letter. But . . . memos sometimes fail to get their messages across.

Inter-office memos containing vital information or instructions are very important. For this reason, here are a few good rules to remember when you write your next memo:

- Be brief. Cover only one subject in a memo.
- Tell the reader all he needs to know about the subject.
- Use words the reader can easily and quickly understand, preferably one and two syllable words.
- Avoid needless words and information.
- Use words in their verb forms rather than their noun forms.
- Keep sentence length to an average of 15-17 words.
- Be clear. Don't separate closely related parts of sentences.
- Keep a copy for reference.

These simple rules of thumb can save time and trouble for both you and the reader . . . and get the job done quicker.

All Aboard
St. Louis-San Francisco Ry. Co.
3253 E. Trafficway
Springfield, Missouri 65802

BULK RATE
U. S. POSTAGE
PAID
PERMIT NO. 3657
Kansas City, Mo.

A CALL FOR HISTORICAL MATERIAL

A lot of interest has been generated among our employees, both active and retired, to establish a Frisco Library and Artifacts Center.

The purpose of this Center would be to accumulate in one place, various historical documents, pictures and artifacts relating to the development of Frisco since its inception as a part of the Atlantic and Pacific Railroad Company.

There are probably numerous items of interest that currently lie dormant in attics, basements and dresser drawers which would greatly contribute to an information bank that could be of assistance for years to come to countless persons, be they Frisco employees or others, who strive to increase their historical knowledge of the Frisco.

A large number of interesting items and information have already been accumulated; however, if any employee is in possession of any other such items, including photographs, which he or she is willing to donate to the new Center, they are encouraged to do so by sending them to M. M. Pomphrey in St. Louis.

President Grayson has indicated that all donors will be properly credited and that their contributions will be displayed in a manner that will enhance their importance to the history of the Frisco.