

all aboard

APRIL-MAY, 1979

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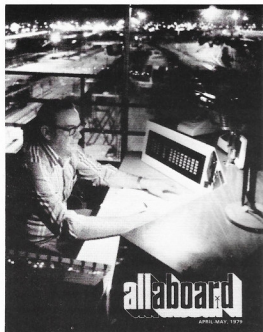


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on the cover - it's business as usual for Trimmer Yardmaster Waldo Carlock as Tulsa's snow covered Cherokee Yard sparkles like a jewel in the background.
photo by Bill Fitzgerald.



What's happening on the Frisco???

PLENTY.

W. F. Thompson comments:



W. F. Thompson, Senior Vice President Operations

MAJOR PROJECTS UNDERWAY AND CONTEMPLATED IN THE FUTURE

We view our objectives for the foreseeable future as centered on two main thrusts. **FIRST**, to continue improving the physical properties with all momentum possible to stay abreast of the changing environment in the transportation industry. Standards of yesteryears in rolling stock, train movement hardware and roadbed are simply not acceptable now or in the future. Heavier wheel loads of cars and locomotives on the track structure have shortened the life expectancy of both ties and rail, and mandates maintenance standards of a totally new dimension. On the other side of the coin, larger capacity freight cars - more powerful and heavier locomotives - improved track, bridges and structures - modern signaling and communications systems - and more productive shop operations, are *all* necessary for the successful, aggressive opera-

tion of the company. Coupled with the changing environment, is the necessity for change brought about by continuing demands of federal and state regulatory bodies.

The **SECOND** main objective must be to have the property in first class shape prior to the consummation of the impending merger with the Burlington Northern Railroad.

Another concern to be reckoned with is the known increase in traffic volumes. In year three of the new merged company it is estimated there will be an increase of 164,000 cars moving on the Frisco region, equivalent to a net gain of eight trains per day, predominantly between Kansas City and Tulsa, and between Kansas City and Memphis, with the heaviest gain on the Kansas City Sub.

Construction has started on an electric generating plant at Fort Towson, Oklahoma. Coal stockpiling to begin in mid

1981 will mean 120 to 170 unit coal trains annually, of 100 cars each, from Wyoming. An additional power plant is being constructed at Sikeston, Missouri. Coal shipments are scheduled to begin in June, 1981 with 400,000 tons annually, to be increased to 700,000 tons per year, with full operation of the plant.

These undertakings, coupled with today's and tomorrow's inflationary impact, become most expensive. Today's GP40 locomotive costs approximately \$559,000 compared to \$290,000 for the same locomotive only five years ago, an increase of 93%. A main line crosstie on today's market is \$12.56 compared to a price of \$8.74 five years ago. These are only basic examples of the cost of doing business, and illustrate the importance which must be placed on the application of funds in these areas. Capital

funds made available must be applied wisely, diligently, and only after a complete determination of the benefits and return on the investment.

This year our capital budget stands at \$30 million for equipment and \$16 million to cover other improvements.

The largest single expenditure, \$17 million, is for the acquisition of locomotives. This provides for 25 new 3,000 H.P. over-the-road units and four 2,000 H.P. units for use as hump engines at Tennessee Yard and Cherokee Yard.

In the past year a strong emphasis was placed on locomotive quality control and improved practices in the locomotive shop. The result has been a reduction in units out of service. This is equivalent to an additional 12 locomotives per day. The continuation of this program in 1979 calls for a further reduction in out-of-service units of an equal amount. This improvement in the locomotives available to the Transportation Department, while sizeable, will have but a small effect on the requirements needed to protect the additional business.

In the past year extensive changes and additions were made in the consolidated car shop in Springfield. These improvements consist of two paint booths, sand blasting facilities, and additional trackage to be used as a staging area. This project is now nearing completion and the results have been most satisfying. The basic purpose was to provide a facility to program the existing fleet through the shops on an approximate eight-year cycle, as well as provide the facilities for construction of new equipment. The total expenditure for this project approximates \$2,170,000.

In 1978, 400 new hoppers were constructed and exten-

sive repairs made to an additional 1,780 cars. This reduced the number of revenue carrying cars out of service and awaiting shopping to 325 at year end. An estimated 275 cars will be added in this category by the end of September. These 600 units, as well as 1,000 cars now in service, will be repaired in the facility during the current year. At year end, the out-of-service equipment should number only about 100 - consisting *only* of those becoming shop candidates in the last quarter.

With the backlog of cars needing repairs being reduced in 1978, our direction has been altered somewhat by placing a greater emphasis on new car construction. The continuing requirements for updating the equipment fleet, the economics associated with shop construction versus outside purchase, coupled with the long lead time in acquiring new cars from commercial builders, further emphasizes the importance of this facility.

This year, due to the limited availability of castings, only 180 coal hoppers will be constructed. But, 125 enclosed automobile racks will be assembled to be placed on Trailer Train flat cars. Screens will be applied to another 40 automobile racks, and 10 pool cabooses will be built, for a total of 355 new cars in addition to the above mentioned 1,600 cars to be repaired. Additionally, 65 ballast cars are being purchased for delivery this fall. Overall, the capital expenditure for cars this year approximates 13 million dollars. The additional equipment is one of the main factors in the improvement of utilization and hire of equipment accounts.

Following completion of CTC on the Ash Grove Sub, a decision was made to replace

the existing CTC machines in the dispatching office with computer controlled video consoles, and to install CTC on two additional territories extending from Lindenwood to Nash, a distance of 132 miles, and from Sapulpa to Denison, a distance of 181 miles.

The computer assisted dispatching, once installed, provides the capability to automatically meet trains without dispatcher intervention. It also has the capability of generating all data required for compilation of train sheets with the exception of the engine numbers and crews on the trains. Once in service, we will have, by far the most modern dispatching system in existence today.

In conjunction with the additional CTC, the Micro Wave System is being extended from Sapulpa to Sherman and from Crystal City to Cape Girardeau. The total cost of the complete project amounts to \$7.5 million.

At the present time, the video tube consoles are employed to control the movement of trains from Kansas City to Memphis and on the Afton Sub. Part of the CTC on the St. Louis Sub will be placed in service by the end of March, with final completion to Nash by the end of the current year.

On the Creek and Sherman Subs, the first siding will be placed in CTC service the latter part of May and should be completed through Ada by the end of the current year - finalizing the completion to Denison by the end of July, 1980. When the project has been completed, CTC will consist of 1,697 road miles and comprise 37% of our total main line mileage.

Closed circuit TV for car checking and verification purposes has been installed in Birmingham, Tulsa and Memphis at a cost of \$291,600. Through this program, cameras

are placed permanently at each entrance to the yard, with the TV monitor being located in the yard office, equipped with video tape and slow motion features. This permits comparing the advanced train consist with the actual standing of the cars in the train, as they move by the cameras. Additional installations are planned for Springfield, Kansas City and St. Louis, estimated to cost approximately \$110,000 each.

The IBM 3790 System of modern operating data communications is expected to be onstream at Tulsa this summer. This is the latest generation of equipment now available, and will provide our first *true* computerized Yard Management System. This system is scheduled to be implemented in the remaining five major terminals during 1979 and '80, depending upon the compatibility of the system with those being used on the Burlington Northern and the status of the merger situation at that time.

One of the major undertakings by the Engineering Department in recent years has been the lengthening of sidings to provide the capabilities of operating longer trains, which, in turn, provides for more expedited movement of the traffic and resultant economies. To date, a total of 46 sidings have been extended. This year it is intended to lengthen an additional 9 sidings at a total cost of 1.6 million dollars. It is planned to complete the total project by the end of 1982 with approximately 25 extensions remaining.

The number of ties inserted has continued to increase in each of the last four years with 700,000 being inserted in 1978. This year, the tie program includes 750,000 new ties, plus 81,000 second-hand ties, which are being recovered from abandoned

lines.

The Rail Program for 1979 provides for the laying of 76 miles of new rail, 63 miles of relay rail, and an additional 40 miles of rail to be relocated from the abandoned portion, subject to ICC approval, of the Mobile Sub north of York, Alabama. This is a total of 179 miles of rail to be laid, with the capitalized charges amounting to \$2.5 million. It is by far the largest undertaking in recent years.

Construction was continued last year on the new rail processing plant in the Benwood area at Springfield, with a fully automated cropping and drilling installation being placed in service, at a cost of \$500,000. Under construction at the present time is a fully automated paneling and dismantling plant.

Last year, a new rail train with appropriate equipment was acquired, which allows for picking up welded or jointed rail in 1500 feet lengths. The train holds a total of six and one-half miles of rail when fully loaded. An additional rail train has been authorized in 1979. With this equipment, the rail is moved to the location where it is to be relaid, or moved to the dismantling plant for dis-jointing and processing.

The entire rail complex will be completed and in operation by August of this year, and represents an investment of 1½ million dollars. This new facility has been a giant step forward, toward providing the tools necessary to meet the demands brought about by the foreseeable increase in tonnage.

Rail and Tie Programs are not limited to line of road. Strong recognition is being given to the needs in the terminals. It is planned to install 21 new turnouts at Lindenwood, 46 at Springfield and 60 at Kansas City.

The Engineering Programs for the *future* are already on the drawing boards.


Probably the most costly project being studied is the relocation of the main track between Lindbergh and Adamsville on the Birmingham Sub. As many of our people are aware, the excessive curvature and grade in this territory, and the instability of the roadbed, have made operations most difficult and expensive. Engineering studies are underway at present to identify an alternative, with an acceptable cost/benefit ratio.

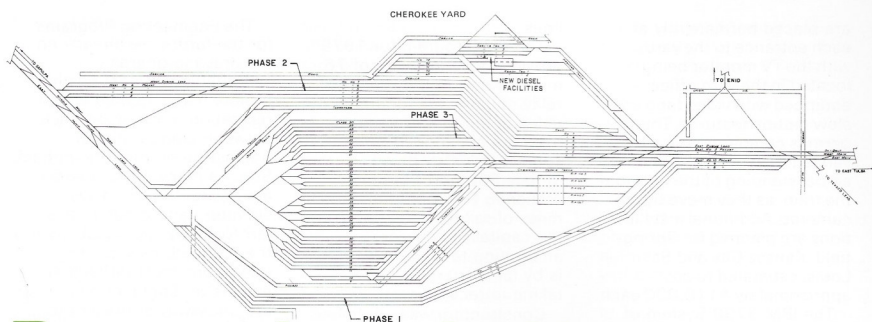
The capabilities and capacities of the terminals require continued exploration. Land was purchased for a new receiving yard at Tennessee Yard in the mid-seventies, and this is expected to become a reality within the next two years.

The locomotive, car department and storeroom complex at Lindenwood Yard must be rebuilt prior to merger, and in doing so, the need for additional piggyback facilities must be recognized and dealt with.

In addition to the continuation of the siding program, the heavier demands upon the facilities require that consideration be given to the construction of 10 miles of additional double track between Bonita, Ks. and Hillsdale, Ks., 2 miles of double track south of Tennessee Yard, as well as 5 miles between Oma, Ok. and Norris, Ok.

These are the highlights ongoing at the present time in the Operating Department. The cost of operations under changing environment, and of meeting the demands for tomorrow's traffic, *is* expensive.

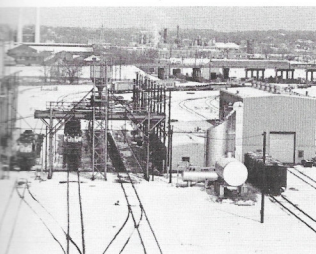
We *do* feel that the property is being strengthened, *monies* are being spent in the proper areas, and sufficient gains are being made to meet these challenges of tomorrow. 



Renovation of a Yard can be



A lull in switching isn't wasted as one of Tulsa's maintenance of way gangs seizes the opportunity to install a new switch.



Friscos new diesel facility

a problem

Did you ever . . . remodel your house while you were living in it? Cook a meal while the kitchen cabinets were being installed? If so, you know the problems are many and sometimes, seem enormous. But, that was exactly the situation in the recent renovation of Cherokee Yard at Tulsa. The multi-phase project began in 1976 and was completed in December, 1978 with all the work being done by our Maintenance of Way and Communications and Signal people. Growth in traffic volume and increases in the size of today's cars, along with the Frisco's goal of providing better and faster service for our customers, created a need for the expanded facility. The critical part of the \$6.5 million project was doing the construction with as little disruption as possible to the operation of Cherokee Yard.

"We were informed of the project in September, 1975," Division Engineer Bud Planchon relates, "and work began immediately on preliminary plans. We received approval to begin construction of Phase I in March, 1976." Phase I of the project provided for the construction of four additional receiving and

departure tracks 8,000 feet in length with widened centers to provide room for mechanical department personnel to make drive-by inspections and minor repairs on the spot.

The roadbed for the new tracks required 70,000 cubic yards of fill, and to prevent erosion and water saturation, lime was applied as a stabilizer topped with an asphalt sealer.

"Our work force on the project totaled about thirty people," says Bud, "and they worked in three gangs. One gang worked building the roadbed while another gang, at a different location, was building panel track. The third gang, using a 35-ton locomotive crane, was busy laying the panel track. We achieved close to a thirty percent time savings by using panel track," notes Planchon, "and there was very minimal interference with train operations during the first phase." Phase I was completed by the end of 1976 at a cost of \$1.3 million and added about a 400 car capacity to Cherokee Yard.

Phase II of the project, approved in early 1977, was delayed while several pipelines running through the yard were relocated. Phase II of the project provided for the rearrangement of eight tracks in the north receiving and departure yard, extending them by 1,200 feet, widening existing track centers, and providing three sets of crossovers in the yard at a cost of \$1.8 million.

"In Phase II," Planchon recalls, "we had to retire and remove thirty-five old storage tracks before we could begin construction of the roadbed. However, during this time our panel track gang was building panel track." Some 60,000 cubic yards of fill were used in this phase, and since construction interfered with train operations, meetings were held each Monday to deter-

mine which tracks could be worked on.

"Roadmaster Ron Strong and his crew did an excellent job in minimizing train and construction delays during this phase," notes Planchon.

Phase III began as Phase II ended and the \$1.6 million third phase proved to be the most difficult. In this phase, 640 foot extensions were added to thirteen classification tracks in group one and two of the bowl. Additionally, three new lead tracks were constructed at the trimmer end of the bowl. At this time, the yard was operating at full capacity and to keep operational disruptions to a minimum, Bud states, "we graded the area of the new track extensions and then constructed the extensions back to the existing classification tracks."

Joining the new lead tracks and extensions to the existing tracks in the bowl was, claims Planchon, "when things began to get hairy." "We started at the outside of the bowl and worked in, connecting two tracks at a time," explains Planchon. "We needed at least two tracks to have sufficient room for our equipment to do the necessary grading. Working from the inside would have been better for us," he continues, "but would have cut off more classification tracks and severely handicapped the operation of the yard."

The track extensions added about 150 car capacity to the classification tracks and many trains can now be made up, using only two tracks versus three tracks previously required.

In reflecting back over the three year, multi-phase project, Bud Planchon observes with obvious pride, "Our maintenance of way people who did the work, along with their regular maintenance work, did a super job."

In conjunction with the multi-phase project, a new diesel shop and mechanical facility were constructed at a cost of \$1.8 million.

In the final phase of the project, Communications and Signal department became a major participant in the construction. Ten power switches had been installed during Phase I and now, an additional 84 power switches were needed to complete the final phase.

"We had about ten men installing power switches during the first part of 1978," recalls R. E. Bowden, Division Supervisor Communications and Signal, "and in October we expanded our work force to about thirty people."

Unseasonable cold weather at times made the work more difficult, but C&S Supervisor Everett quickly points out, "The quality of work by our C&S people was remarkable. In fifty cable splices, there wasn't a single mismatch."

In addition to the power switch installation, C&S people installed four overhead shove signals and moved the shove indicator from Crest tower to the trimmer tower.

"I appreciate the efforts of our crew," Bowden says, "they did excellent work and really pulled together to meet our completion date."

How does the Transportation Department feel about all the changes? "We've been brought up to date," Superintendent May states, "but the construction, at times, really gave us problems. I'm not sure about the traffic volume and needs five years from now," concludes May, "but we're in good shape for the present."

Tulsa's new look is modern and is evidence of Frisco's commitment to provide the best of transportation service through the combined efforts of its employees.

Wherever you work, whatever you do, you are part of the Frisco Team . . .

AN OPERATING

Close to 8,460 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 1978. 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 F). 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 12/31/78

A	We received from our customers and from other sources	100%	\$400,451,000
	In buying our transportation services, our customers paid the following costs:		
B	Cost of wages and benefits (including payroll taxes)	48%	\$193,759,000
C	Cost of materials, supplies, outside services, rents and taxes	37%	148,700,000
D	Cost of facilities and equipment wearing out (depreciation)	5%	18,163,000
E	Cost of interest on our debt and income taxes	5%	19,212,000
F	Net Income	5%	\$ 20,617,000
		100%	\$400,451,000
	Paid to Stockholders - Dividends	1.6%	\$ 6,579,000
	Retained for Growth	3.4%	\$ 14,038,000

REPORT



A 100% \$400,451,000

In 1978, we took in \$400,451,000. Almost all of this amount came from providing transportation services. Since the Frisco offers no passenger service, all of the transportation revenues 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.



B 48% \$193,759,000

The biggest item in our costs of operation are wages and benefits, which includes pensions, health and welfare, and unemployment taxes. In 1978, they accounted for \$193,759,000. 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 receive from our customers who may 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 1978, 48% of every sales dollar went for wages and benefits.



C 37% \$148,700,000

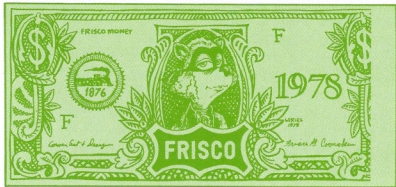
Another area of major expense is the cost of materials, supplies, outside services, equipment, and facilities rented from others and taxes (excluding income taxes) levied by federal, state and local governments. During 1978, these costs amounted to \$148,700,000. Railroads are among the nation's largest consumers of steel, fuel oil, and the thousand and one items we use in providing transportation service. Like you, the Frisco has to pay the higher prices which are passed on to consumers because of inflation. Since October, 1973, the railroad material price index, including fuel, has risen more than 114%. Railway purchases are an important part of the national economy; in some local economies, they can be considered mainstays. 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 days when we

could rent a freight car for a dollar a day. In 1978, the net cost to the Frisco of renting equipment and facilities from others was \$24,346,000. Taxes are important costs of doing business. Frisco's tax bill (excluding payroll and income taxes) in 1978 amounted to \$7,224,000.



D 5% \$18,163,000

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 is affected by cars, locomotives, maintenance of way and shop machinery, typewriters, and a whole host of other facilities and equipment wearing out. The cost of this wear, or depreciation, 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. For example, in 1952, a road locomotive unit cost us about \$150,000. In 1978, road locomotives cost more than \$500,000 per unit. The difference between the amount we set aside for a locomotive's replacement (depreciation) and the actual purchase price of a new locomotive is partially the result of inflation, although there is some improvement factor involved in that today's locomotives are better than their counterparts of several years ago. Nevertheless, inflation hurts all of us. The best way to control inflation is for all of us to insist that our elected officials get government spending under better and tighter control.



E 5% \$19,212,000

Interest and income taxes are also important costs in railway operations. 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, and must be paid 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.



F 5% \$20,617,000

Net income was \$20,617,000. 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 return on investment in the Frisco was 6.8% in 1978. This is far below what it should be in this day and age when many corporations have to pay in excess of 10% to borrow long-term capital, and far below the industry's 10.6% cost of capital as determined by the Interstate Commerce Commission.

In 1979, 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 services. To do this, we will need the help of every employee. This is why it is so important for you to know the score.



Oscar Summers
accepts the
"President's
Award"
from President
Grayson.



30th ANNUAL SAFETY AWARDS

Eight awards, recognizing outstanding safety performance during 1978, were presented at the 30th Annual Safety Awards Presentation held March 14 at Drury Inn in Springfield. In opening remarks, Director Safety G. S. Pollard noted the recent reorganization of the Safety Department and remarked about our hazardous material response capability. Pollard likened this capability to our country's military readiness, and said, "we hope we never have to use it . . . but it is there and ready if an emergency does arise."

The coveted "President's Award" was accepted by Oscar Summers, Chief Mechanical Office Motive Power, on behalf of all employees in the Locomotive Department. In presenting this award, Mr. Grayson noted that the Locomotive Department came from last place last year to win the award this year.

Accepting the Senior Vice President's Award, presented by Senior Vice President-Operations Bill Thompson, was Eastern Division Superintendent F. E. "Spud" Wait on behalf of the employees of the terminals and divisions on the East-West territory. The General Manager's Award-Divisions was captured by the

River Division. General Manager B. C. Davidson presented the award to Superintendent M. M. Brower, who accepted it on behalf of River Division employees. Superintendent J. K. Vaden accepted the General Manager's Award-Terminals for the St. Louis Terminal employees.

Southwestern Division Engineer R. P. Wiese accepted the Chief Engineer's Award, presented by Chief Engineer G. E. Warfel.

The Chief Mechanical Officer's Award-Equipment was earned, for the third time in five years, by the Springfield Car Shops. R. L. Coulter presented the award to J. R. Wilson, Superintendent Consolidated Freight Car Shops.

The Chief Mechanical Officer's Award-Motive Power, presented by Oscar Summers, went to East/West Locomotive and was accepted by Larry Buffington, Superintendent Field Locomotive Maintenance. Retired Superintendent Field Locomotive Maintenance L. M. Allison was recognized for his contributions to safety through his leadership and many dedicated years of work.

In the Communications and Signals Department, General Superintendent Jack Downs

presented his award to the Eastern Division which earned the award with the best possible record of no lost time injuries. Accepting for the Eastern Division employees was Eastern Division Communications and Signals Supervisor, C. C. Cadwell.

In his closing remarks, Bill Thompson emphasized the great opportunity in the area of loss control and that money saved through loss control can be better used for capital improvements. Thompson also commented on the new safety program and the importance of creating an awareness of safety, not only with the employee but also the employee's family.

In his remarks, President Grayson noted, "We are better than average and we must continue to get better as we get nearer to the top."

Director Safety, Guy Pollard, in closing the ceremonies said, "I think there are tremendous savings in every direction we look, and we're going to find them. Few barometers measure enthusiasm, desire and commitment, but this is beginning to be felt throughout our system." Pollard concluded with a comment about Frisco safety, "We're not perfect, but we're not through." 

Front, left to right: J. R. Wilson, R. P. Wiese, Oscar Summers, Richard Grayson, C. C. Cadwell, and F. E. Wait. Back Row: W. F. Thompson, L. Buffington, J. K. Vaden, Bill Davidson, M. M. Brower and G. S. Pollard.



CAUTION!

WHAT YOU DON'T EAT MAY BE HAZARDOUS TO YOUR HEALTH

Do you realize that what you *don't* eat can not only hurt you, it may even kill you?

Recent research indicates that a lack of fiber or "roughage" in people's diets could be related to the increase in a variety of health problems, including cancer of the colon, appendicitis, coronary heart disease and varicose veins.

These diseases were not prevalent in most Western countries until the 20th century, after modern roller mills began removing the fiber-rich outer husk of cereal grain kernels to produce refined white flour.

A group of English physicians in Africa noticed that many of these chronic Western diseases were rare among rural Africans with a staple diet of unrefined cereal. However, as some Africans adopted the low-fiber diets of the West, the frequency of Western diseases increased significantly.

The indigestible, fibrous husks removed by the modern roller mills are important because they add bulk that absorbs water in the intestinal tract, thus preventing constipation. Constipation leads to straining, which may cause the out-pouching of diverticular disease or inter-abdominal pressure that pushes the

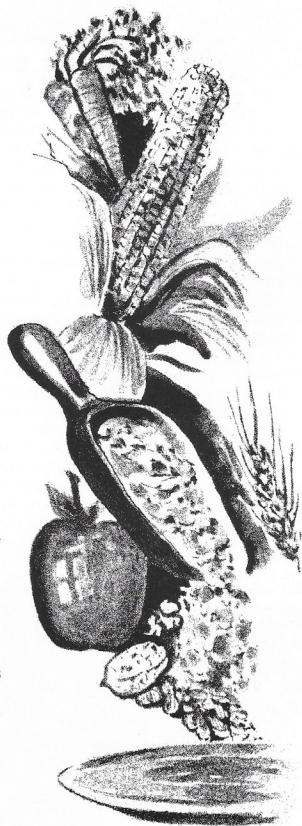
stomach through the diaphragm and causes hiatal hernia. Inter-abdominal pressure may also be transmitted to the legs, where it causes varicose veins or to the anal region, resulting in hemorrhoids.

Also, several studies have indicated that people on high-fiber diets have lower blood cholesterol levels and fewer cholesterol deposits in the coronary arteries feeding the heart, thus reducing the chances of coronary heart disease.

Other studies have shown that high-fiber diets relieve hemorrhoid sufferers by softening stools, fight obesity by cutting down on the body's absorption of other foods, and help people with spastic colons and mucous colitis.

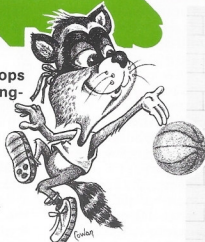
There are several ways to include valuable fibrous foods in a diet. One way is to use unprocessed bran with other foods. Another is to buy cereals with "bran" in their names.

Whole grain wheat products and seeds - such as sesame and sunflower - are also excellent sources of fiber, as are fruits and vegetables that are eaten raw or lightly cooked. The essential idea is to eat foods from which the vital fibers have not been removed.



Frisco Folks

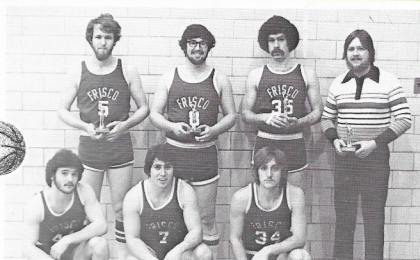
Frisco's team from the Car Shops captured first place in the Springfield Park Board's AA League playing at Reed Jr. High.



Front row, left to right: Steve Pippin, Jim Watts, and Randy Nichols

Back row, left to right: John Hastings, Joe Carpenter, Rex Carpenter, and Manager Randy Carpenter

Team members not present: David Halbrook and Jim Doke



Winning entries in the Valentine's Day Poetry Contest, sponsored by the ARA Cafeteria in the General Office. Winners each received a Valentine's Day Bouquet.

Category: Original
by Don Meyer, Property Accounts

*She's a Mother and she's my wife,
But most of all, she's my life.
She's a nurse and she's a cook,
She reads me like an open book.
She makes me glad, she makes me sad,
And sometimes even a little mad,
She makes a house into a home,
Keeps it happy so I won't roam.
How does a guy of fifty,
Tell his gal she's still real nifty,
For thirty years my valentine,
And forever more, she'll still be mine.*



Category: Humorous
by Joni Long, General Claims
VALENTINE LIMERICK

*There was once a gorilla from ARA,
Who wanted to give a Valentine bouquet,
Though his judgement was "hairy",
His final vote would carry.
And the winner would feel loved that day.*

Category: Sentimental
by Fern Beck, Land and Tax
TO FRISCO - WITH LOVE

*We've been together many a year,
And each one seems to grow more dear.
So, when it's time for you to go,
We're going to miss you, Ole Frisco.
We've weathered wars, rejoiced in peace,
And strikes were settled before work ceased.
Moved from St. Louis, with many a frown,
And fell in love with "your" Springfield town.
You're being courted, one and all,
By a railroad headquartered in St. Paul.
We all know 'twas love at first sight,
And we wish you luck with all our might.
No Frisco in Springfield! It won't be.
You'll be remembered, just wait and see.
Though you will be gone, the sun will shine,
'Cause you'll always be our Valentine.*



By Gail Boyce

The City of Tulsa celebrated its 100th birthday on March 25, 1979 (according to the U.S. Post Office and the first date a station was set up in Tulsa). Several of our employees, in keeping up with the Frisco's reputation for adding (!) to the city, have made an effort to increase the population. Girls were born to Engineer O. DEAN and CORALEE LAYTON (PAULA DEE); Carman RAY and MARY SMITH (AMANDA HOPE); Carman JIM and BEVERLY LOWTHER (JENNIFER DYAN); and Carman Apprentice DAVID and SHARON PETTIT are the parents of a son, BRANDON WILLIAM.

Sympathy is extended to the families of General Locomotive Foreman BILLY HERMAN and Rip Track Foreman RAYMOND JOHNSON on the recent deaths of their mothers.

ALAN RAY, son of Engineer ALLEN MASSEY, and SUSAN JOE, daughter of Foreman of Inspectors BOB RHODES, took first and second place, respectively, in the Science Fair, Beta Division, Park Elementary School, Tulsa, Oklahoma. Congratulations to each of these fine students and best wishes for continued achievements.

DONNA PATTERSON, daughter of Switchman RALPH PATTERSON, graduated from Southwest Baptist Seminary and has been appointed by the Baptist Home Mission Board to a missionary position in Hawthorne, Nevada.

Welcome back to Rate Clerk VICK HOLLIS and Demurrage Clerk BOBBY DEASON. Both have been ill but are now doing fine and back on the job.

Clerk BEN HILL is our first winner in the Tulsa Terminal Division Transportation Department SAFETY (BINGO) program. The SAFETY program is one of our efforts at bringing safety to the attention of our employees, thus creating an awareness for safety and preventive measures in order to reduce the amount of injuries occurring on the job.

It's the time of year when fishing stories are in abundance. Already, Claim Agent ERIC EGEE is reported to have fought for 15 minutes with four pound test line to hook a six and three-quarter pound rainbow trout at Roaring River State Park in Cassville, Missouri, while General Claims Manager ROGER BUFFINGTON, Springfield, looked on with envy.

Engineer O. O. MARTIN is reported to be getting all the fish out of Lake Eufala!

Foreman of Inspectors BOB RHODES and family have spent three weeks in Florida, trying to see

which one in the family would get the darkest tan! Brakeman LARRY GRAHAM traveled the elements and went to Florida on his motorcycle.

The Communications and Signal Department have started a 24-hour maintenance program for Cherokee Yard. The new program is working well in that maintainers are readily available when needed and the program is cutting down on overtime.

Speedy recovery wishes go to Switchman LESTER RIGSBY and Agent HARRY CHERRY in the hopes each will soon be back to work.

New officers for the Tulsa Frisco Ladies Auxiliary for 1979 are:

President - ETHYL BULLINGTON
Vice President - CATHY FLOWERS

Secretary - NELMA FOUST
Treasurer - DORIS LOVELL
Chaplain - ELLA CARNES

Anyone interested in joining the Frisco Ladies Auxiliary, please get in touch with any of these ladies. A busy club filled with busy people doing nice things for others.

While everyone else seems to be heading south, or at least to warmer areas, I'm on my way to South Dakota to brave the elements! Maybe it would be best to say, "No news is good news," or as Jesse James would say, "No noose is good news!" See ya next issue.

KANSAS CITY TERMINAL

By Pamela Williams

Either Spring Fever has hit or everyone is sick of winter in Kansas City, because everyone has headed south on vacation. Chief Yard Clerk W. H. EDMUNDSON has just returned from Hawaii tanned from head to toe and bragging about his "LAI". Machine Operator GARY ROARK came back from New Orleans with pictures of Mardi Gras that proved his good time and Chief Yard Clerk M. S. SPELLMAN is probably on the beach in Florida right now.

Everyone is wishing Yardmaster F. A. "Tex" HALER a speedy recovery after surgery. We are looking forward to having Clerk E. L. STRINGBERG back at Rosedale after being off due to illness for some time now.

Kansas City would like to welcome our new Trainmaster MIKE LATAS and his wife BEVERLY, chief claims clerk, along with E. R. LANDRETH, our new claim agent.

Congratulations to Switchman L. B. SWEARINGEN and wife JILL on the arrival of a new son, ROBERT PATRICK, and to Switchman P. K. LIVINGSTON and wife on their new son.

Our sincere sympathy to the family of Switchman F. R. DUFFEN-DACK. Midnights at 19th St. will not be the same without "Duffy".

Engineer C. C. BOSELEY sure does look classy in his new black Thunderbird and speaking of cars - some certain switchman made the remark to me that people who work afternoons tear up their cars more frequently than those working mornings or midnights. Al, I didn't mean to prove you right the next night!

Finally! Clerks' back pay is on the way and everyone is talking about what they are going to do with theirs. Of course it will be arriving just in time to pay taxes, then there is Master Charge, Visa, Bank Americard, Macy's and the list could go on and on. However some clerks have really big things planned for theirs. Chief Yard Clerk A. W. McDONALD is going to treat his dog, Woof-Woof, to a steak dinner. Chief Clerk to Supt. A. D. VANLERBERG is going to buy a box of "good" cigars, rumor has it that Caller J. M. LEWIS is going to try to buy his way out of the caller's office and the majority are going to try to double their earnings at the horse races in Omaha! The report on their success or "luck" in the next issue.

WESTERN & SOUTHWESTERN DIVISIONS

By Peggy Arthurs

DIVISION OFFICE

Spring is here and at the time of this writing the writer is preparing to venture to the Bahamas for a seven day cruise, in search of the answer to the immortal question, "Is everything really better in the Bahamas?"

Office Engineer ERNIE WILSON vacationed recently in Old Mexico, returning with some unbelievable fish stories and no fish.

Our most sincere condolences to Safety Manager TOM NORVELL, on the death of his brother.

TRAFFIC OFFICE

Apologies are in order to the tracing clerk in the Tulsa Traffic Office, whose name I misspelled in the last issue. However, VERA now advises that she is no longer VERA MABRY, but Mrs. DAVID HEUSZEL. Congratulations, VERA.

As you will recall, in the last issue the question was raised as to why Rate Clerk MIKE WOOD carries a two hundred pound ceramic frog in the back of his truck. As of this writing no answer has been received. However, co-workers report that MIKE has been off for several days with a strained back received while playing leap-frog. MIKE is also reported to be receiving obscene frog calls. Upon answering the phone the caller begins to breathe heavily and in a deep voice says, "Ribbet - Ribbet."

Get well wishes to Mrs. DICK COINER, who has recently undergone successful ear surgery.

ON-LINE SOUTHWESTERN DIVISION

Yardmaster H. E. LOYD and wife, BONNIE LOU, are vacationing in sunny Hawaii, U.S.A., while Switchmen KENNY MINARD and TIM WOLFENBARGER are searching for last year's "sail cat." And, in case you are wondering, a "sail cat" is not a boat.

Irving, Texas welcomes back R. H. "Roughhouse" HOLTON after an extended illness. Get well soon, and that's an order, to Assistant Trainmaster J. G. GRIMES, who is now at home recovering from a heart attack.

Conductor JOE WOOD and wife, JUDY, are proud new parents of JAMES BRADLEY.

ON-LINE WESTERN DIVISION

RODNEY HUTCHENS, son of Signal Maintainer GEORGE HUTCHENS, Miami, Oklahoma, is currently appearing with a non-denominational singing group, The Celebrant Singers, headquartered in Visalia, California. The group is presently touring India with tours of Alaska and Hawaii scheduled for later in the year. Rodney plays the bass trombone for the group.

Telegrapher K. D. ZERBY, vacationed in the Caribbean recently. Prior to leaving K. D. suffered a back sprain. Friends at Enid are wondering how K. D. looked in a bathing suit with a back brace.

ST. LOUIS GENERAL OFFICE & OFF-LINE NEWS

By Marcia Geers

With all this ice and snow, it's extra nice to hear about some lucky Frisco Folks slipping away to warmer climates.

Our first of the year travelers were JOHN and DORIS AHERN, who took a two week cruise sailing from Acapulco through the Panama Canal, calling at various ports and ending their trip at Montego Bay, Jamaica, and then flying back home. JOHN is secretary to the Regional Sales Manager in San Francisco.

ROY THOMPSON, pricing manager, and wife WANDA flew to the Hawaiian Islands touring the islands of Kauai, Maui, and Hawaii, and a flying tour over several other islands. ROY tells us they had a great time except for an overnight stay in Los Angeles due to fog. ANDY ONDA, asst. district sales manager, and wife CHARLENE sailed aboard the Song of Norway to the Caribbean Islands, stopping at San Juan, St. Thomas, and Puerto Plata in the Dominican Republic. Right behind the Ondas were KAREN, office services, and CHUCK LYNCH aboard the Cunard Princess visiting the same islands. Everyone agreed it was a beautiful vacation with lots of sun and fun.

Our best wishes for a speedy recovery to GENE TROTTER, dir. intermodal sales, who is home recuperating from surgery and doing great.

It's always good to hear about the various accomplishments of our fellow co-workers and their families. CHRIS GAIA, son of District Sales Manager BERNIE GAIA, received recognition in the February 1979 issue of Nation's Business Magazine. Chris, who is studying for his master's degree in Marketing at the University of Missouri-St. Louis and is acquiring practical experience through the St. Louis Small Business Development Center, researched a promotional campaign, the results of which are featured in the magazine. Congratulations Chris, great going!

Let's give a cheer for PAT STALLINGS, pricing dept., KARL KEFFER, industrial development, and RALPH LEAKE, sales representa-

tive. Los Angeles, who recently celebrated their 25th anniversary of service with the Frisco.

It's a bounding baby boy weighing in at 7 lbs., 14 ozs. for DENISE and ALFRED JENKINS, named ALFRED JOHN, naturally. Just what you wanted! DENISE is tariff typist in our office services dept.

We extend our sincere sympathy to Vice President-Pricing ROBERT RODEFELD and family in the loss of his father and to Regional Sales Manager A. J. and BEVERLY MORROW in the recent loss of Beverly's father.

Our Marketing Department is seeing lots of comings and goings lately. Congratulations to JIM FARRER, promoted to Regional Sales Manager at Tulsa; BERNIE GAIA, our new District Sales Manager in St. Louis; JOHN POMPHREY, our new Piggyback salesman, who comes over from the District Sales Office; JACK WETZEL, Marketing Manager, transferred to St. Louis from New York; and PAUL NORBET, no longer a sales trainee, but a real live salesman in our St. Louis office.

A big welcome to new employees KAREN VONDER HAAR, secretary, Industrial Development; SHARON CLARK, market analyst; COLETTE SWEET, office girl, who transferred over from Lindenwood Yards; ROBERT KROBETZKY, sales representative, New York City; LISA YAMASHITA, stenographer in San Francisco; JAN SCOTT, secretary, Memphis; and ALICE RAUNIKER, steno, Seattle.

We also wish to extend best wishes to resigned employees HERB DUFFNER, Pricing Department, and D. KEITH MARTIN, Winston-Salem, N. C.

BIRMINGHAM TERMINAL & SOUTHERN DIVISION

By Betty Platt

Take the day off just to get this column done and still am having trouble with phone ringing and people coming in! But anyhow here goes. Mobile is busy as ever - the office and the City. The office is busy handling all the business and the City is busy preparing for the Junior Miss Pageant and getting ready for the Azaleas! Beautiful

time of the year!

We have a first on the Mobile Sub - Ms. RUBY LEE WHITE, Apprentice Engineer. This really isn't something new to Ruby as her dad WILLIE is also an engineer on the Mobile Sub. Welcome aboard, Ruby! If you get stuck on Tibbie Hill, blow your whistle twice as loud!

A new face in Mobile is WALTER MYERS, Mechanical Foreman sent from Memphis. Walter, we're gonna give you all the help we can! Welcome to BOBBY LONG, recently employed as a trackman in Mobile.

Our 1979 Safety Committee on Mobile Sub is Carman WILLIE LOWE, Foreman ALBERT REEVES, Brakeman MIKE WALKER, Clerk FOY JENKINS, Conductor GENE WATTS, and Engineer JOHN B. BURLISON. If you have anything to say in the way of "safety," tell it to one of these! This crew, along with new Safety Director JIM KING, should be a "hi-light" safety year on the Southern Division, and especially the Mobile Sub! Winners of the color TVs, 1978 Safety Prizes awarded recently were Brakeman JUD ARRINGTON, and Clerk MARION PERRY, Mobile.

Frisco Folks recently on the sick list were Clerk MARION PERRY, who spent a few days in the hospital along with Trainmaster JOHN OSBORNE (That doesn't sound exactly right, does it?) Better add they were in the same hospital, but in separate rooms. Anyhow, both are back at work (and hope I will be too after this is printed).

Also in the hospital recently was retired Machinist ANDY WAITE. We have not heard from Andy lately, but the last word received was that he was improving. Retired Brakeman DUGGAR DYKES is home after a time in the hospital. His live-in nurse - Mrs. Dykes - says he is a "tuff" man to keep down!

We all express our sincere sympathy to Carman BILLY WILLIAMS in the recent tragic death of his father. The following of our folk have experienced recent losses and to them and their families we express our sympathy. Brakeman PETE FEKETY in the loss of his grandmother; Operator CARL ACKER in the loss of his brother-in-law in Jackson, Miss., who was killed in an automobile accident; Brakeman JAMES GILES in the loss of his grandmother and SKEETER WILLCUTT in the loss of her grandmother. Retired Foreman R. W. FOSTER and retired Foreman WILLIAM YAWN lost their brother-

in-law EMORY MARTIN, of Tibbie, Ala., and we express our sympathy to them.

Recently seen in the office at Mobile while on hi-rail trip were W. F. THOMPSON, R. C. GRAYSON, J. F. CHRISTIAN, G. E. WARFEL, MIKE LUTZENBERGER and R. S. FULLER. Understand Mr. Fuller, our division supt., attended school at Emory University, Atlanta, Georgia, for several weeks to learn "How to Win Friends and Influence People!" and his first test after graduating was to make this trip on the Southern Division. Can't think of a better or more important group of people to try to win or influence!

And here's PEGGY from Birmingham - Birmingham early morning risers had a nice treat recently when New Albany Agent "STEAMBOAT" FULTON gave the Frisco some good advertisement by playing his bottles on the Country Boy Eddie's TV Show which is seen over the south. Steamboat, you are really good with those bottles and we enjoyed seeing you.

Congratulations to Clerk JANICE and DONALD BURR on the arrival of baby girl TAMARA. Hope by the time you read this Janice is back to work. We missed her filling in on different jobs. She is one of the most popular extra clerks we have in East Thomas.

Congratulations also to Carman SAM and ROSEMARY GUGLIOTTA, first time grandparents, who welcomed grandson JAY.

Our deepest sympathy to Retired Machinist WALTER MYERS in the death of his wife, retired Secretary to Claim Agent ORAH MYERS. Also sympathy to the family of retired Electrician KEITH CLEVELAND.

Traffic Representative MICKEY HARPER was elected to the Board of Governors Traffic and Transportation Club in Montgomery. This is MICKEY's territory and we know he will do a good job.

Our Safety Program is still going strong and we welcome JIM KING as the new Safety Manager for this end of the Frisco.

Carman "DOUBLE L" HERRING is on sick leave and we wish him the best in his treatments and hurry back to work "DOUBLE L" - we all miss you.

Now for news from Amory - here's Margaret Clement. A Railroad Festival will be held in Amory April 5, 6 and 7, 1979. Frisco President R. C. GRAYSON will speak to the Rotary and Kiwanis Clubs on Thursday, April 5. A display of historical railroad mo-

mentoes tracing the history of Amory can be viewed at the Amory Regional Museum, South Third Street, between 9:00 a.m. and 5:00 p.m. each day. The Amory Municipal Library on Second Avenue and Fourth Street North, open 10:00 a.m. to 6:00 p.m. on Thursday and 9:00 a.m. to 5:00 p.m. on Friday and Saturday, will have displays depicting success stories of railroaders and the Frisco Railroad. On Friday at 4:15 p.m. there will be a parade featuring dignitaries, beauties, bands and antique vehicles.

The Festival will come to a climax on Saturday with an arts and crafts show downtown in the Frisco Park. There will be arts, crafts, antiques, food and baked goods for sale from 8:00 a.m. to 5:00 p.m. (local as well as out-of-town exhibitors). The Frisco Ladies' Club will have a booth with Frisco momentoes for sale, including glasses with a Frisco train etched on them, belt buckles and other items.

Between 9:00 a.m. and 5:00 p.m. there will be conducted tours of Frisco locomotives, caboose, hi-railer and other equipment in Amory Yard. Local and guest instrumentalists and singing groups, featuring "STEAMBOAT" FULTON (Agent at New Albany) on the ginaphone, will perform in Frisco park between 2:00 and 4:30 p.m.

The Chamber of Commerce hopes to make this an annual affair and encourages and invites all Frisco people and railroad "buffs" to make plans to be on hand for this celebration.

Conductor L. BURNS MOORE has been in Cleveland for several weeks now. The UTU Organization is in the process of rewriting their constitution and Burns was one of the elected person to help do this.

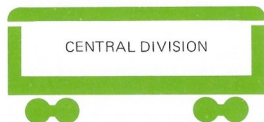
Operator CARL ACKER has returned to work after being off for several weeks with a heart attack.

they have lots of fun things planned this year plus money making projects. On March 17, 1979, they had a "Spring-fling" at the Sheraton Inn, Ft. Smith with dinner, entertainment and lots of door prizes. Entertainment consisted of square dancers, barbershop quartet, exotic dancer and combo. If you didn't come you missed a good time. Family night is coming up May 5th - there will be no charge, just bring a covered dish to Creekmore Park at 6:30 p.m. Plans are for a fashion show (I am sure the fellows will make great models) and a kitchen band to entertain you and they will have a railroad quilt which they are raffling for \$1.00 per chance, understand it is unique. All the ladies made their own square pertaining to the railroad. Someday this will be a collector's item. All Frisco CD Ladies are invited to the next meeting April 26th. For more information call FRAN EVANS.

E. D. DODD, Section Foreman, Ft. Smith, Gang 703, retired March 13, 1979, after more than 38 years service. You will be missed Eugene, and anytime you want to visit, "your desk and chair" will be vacated for you.

News on the CD seemed to be very scarce. Maybe this item as reported by PAULINE SMREKER, reporter, as appearing in the March 1928, Vol. V, No. VI issue of The Frisco Employees' Magazine will be of interest. "EARL DODD, our big, brown-eyed messenger boy, took a twenty mile ride into the country the other day on his bicycle. Going, everything was lovely, but on his way home, the roads were not so good and everytime a car came along EARL had to pick up his bike and carry it."

Understand from reports that Trainmaster VAN HOUDEN has gotten the horse races figured out. Any of the losers might want to give him a call to get his plan of action.



By Ron Buckner

Central Division Frisco Ladies Auxiliary is looking for new members. If you want to join, call FRAN EVANS, 782-0136. Reports are



By Gloria Abramovitz

Many vacations have been enjoyed throughout the office building the past several weeks. KAY

GIST, revenue, and husband, REX, MARLA HOLMES, sec. labor relations, and husband, JIM, all spent an enjoyable week in the Bahamas. ELOISE IKARD, sec. labor relations, recently returned from two weeks' vacation in San Juan. V. J. DECKARD, dir. terminal coordination, also thinks San Juan is a great place to winter vacation and he did just that.

J. C. COWLES (GST) recently returned from a vacation in Puerto Rico, sporting a sunburn. He claims it's a great place to golf - he hadn't gotten much of that lately in Springfield. PAULA MORRIS, DORIS BAKER, DEE HOUSER, and SUE POST went snow skiing for a week in Colorado. M. A. TILLITT, customer services, recently vacationed at Grand Lake Shangri-La resort in Oklahoma.

TERRY FLATTEM, senior programmer, Data Systems Department spent two weeks of the *miserable* month of February in sunny southern California with the Marine Corps Reserve. Upon his return, sunburned and relaxed, he was met with sneers and jeers of fellow employees who were envious since they had *something less* than sunny weather those two weeks. However, as the sunburn fades, the envy subsides.

The stork continued to make its stops - it's a girl for GARY BAREFORD, senior programmer, Data Systems Department, and wife SHIRLEY! AMY JO was born February 9, and was a much bigger catch than her fisherman dad is accustomed to - a big 9 lbs.1 RUSS and JUNE BOWE have granddaughter No. 1, born February 20, 8 lbs., 4 ozs. KRISTIE was born to MICHELLE and STEVE MORTON. To all, congratulations!

WEDDING BELLS . . . DESSIE MACOMBER, typist file bureau, and RANDY HOWARD exchanged vows on March 10, at Grace United Methodist Church. CHERYL LEE ALBERTY and CRAIG REID EWERT were married at the Unity Church located in the Plaza in Kansas City, Mo., with a reception held at the Alameda Plaza Hotel. The wedding took place on Sunday, February 18. CRAIG is the son of GWEN EWERT, revenue. KEITH COLLINS, son of BOB and PAT COLLINS, gen. mgr. dept., was married on February 10. The weather finally broke on February 9 and he was able to fly in from Jacksonville to attend his own wedding! KEITH and new bride returned to Jacksonville where he is stationed with the U.S. Navy.

Congratulations to RICHARD W. (DICK) SHADWELL, rate clerk, in the Springfield Sales Office. After 34 years of service, Dick retired January 31, 1979.

TOM BLANKENSHIP, purchasing, Grand High Priest of Royal Arch Masons of Missouri, will be traveling to Bossier City, La. in March to attend Grand Chapter of Royal Arch Masons of Louisiana.

VALERIE BILLS, daughter of Mr. and Mrs. B. D. BILLS, accounting engineer, performed as a dancer in Little Theatre's production of the Magic Flute.

On the sick list are RON LUGGE, general accounts; CLAY DEEDS, freight claims; VIRGINIA PLASTER, PBX operator; FLORENCE SMITH, PBX operator; and GLENN DAILEY, systems analyst. A speedy recovery to all of you. Welcome back to VICKIE ROACH, analyst, who has been on sick leave for four months.

HENRY PRATT, file bureau, and wife had their first child born on February 8. DACIA RAYE weighed in at 7 lbs., 5 ozs. Following close behind was BRENT MICHAEL WILKINSON, born to PAT, file bureau, and JOHN WILKINSON on February 9. BRENT weighed 7 lbs., 4 ozs.

Belated congratulations to JOE and PATSY PAULI, senior draftsman C & S Dept., on the arrival of their fourth, LISA MARIE, born November 18 and weighing 8 lbs., 7 ozs.

MEMPHIS TERMINAL & RIVER DIVISION

By Debby Jenkins

Clerk BESSIE PARISH was vacationing at Gatlinburg with friends and her sister JESSIE during all the bad weather. When they tried to drive from Gatlinburg to Winston-Salem, N. C., what should have been a four hour drive turned out to last ten hours and twenty minutes! One mile from JESSIE's home the car got stuck in a snow drift and they had to walk the last mile uphill all the way. BESSIE was heard to comment, "Next time the news says hazardous driving, stay off the roads, I'm gonna listen!"

TY will miss JIM CHISM, former General Foreman B&B, but we are offering him our best wishes as he is entering business with his stepfather in Vernon, Ala.

Our newly painted office furniture looks great! We all will agree to that!

Word has been received of the death of a former Southern Division Clerk, ROBERT E. (PAT) KENDALL. He was the son of the late Conductor PAT and MRS. KENDALL of Amory, Miss. and the brother of Mrs. CLARENCE STOUT (wife of District Sales Manager) Memphis. Family and friends of Robert have our sympathy.

TY is sorry to hear about these switchmen being on the sick list: "FOOT'S" HOLMES, HOMER CUBO JR., JIMMY CLIFTON, and H. S. ADAMS.

Office Engineer MAX MURPHY apparently has some hidden talents we are not aware of . . . MAX recently made his debut in a Beauty Review as DAISY MAE at Harding Academy! MAX, it's kinda hard imagining that, somehow you just don't seem the type!

Sorry to hear about these clerks being on the sick list: BILLY ALLEN, CLARENCE WARD, BUDDY PRESLEY, and HAROLD SILER.

We extend our sincere sympathy to Cashier HOMER BUCHANAN in the loss of his father Mr. HOMER H. BUCHANAN, SR. Mr. Buchanan, Sr. was a retired track foreman.

TY wishes BEN PEGUES, retired tool man, a happy retirement! BEN, we are proud of the last eighteen years you worked with no lost time injury!

Switchmen W. S. MAGEE and GENE COLEMAN were presented their Frisco quarter-century pins at the last safety dinner by MR. POLLARD, Director Safety.

TY extends sincere sympathy to Switchman G. J. ROBERTS in the loss of his mother.

We want to welcome our new Trainmaster R. B. DAVIS to Memphis. And, nope, no kin to TEDDY JOE DAVIS, Trainmaster, cause I asked him!

Also, we all hated to lose STEVE COUNTS, but welcome JIM KING as our new Asst. Director of Safety!

Our safety thought is to prevent accidents by communicating! To understand and to be understood!

By the way if you haven't already noticed our new signs, keep your eyes peeled for all the new safety signs that have been put in the terminal and yards. Don't they look great!

SPRINGFIELD & ST. LOUIS TERMINALS & EASTERN DIVISION

By Jan Adkins

DALE EYE, engineer, is challenging all comers to wrist wrestling. So far Dale has won 15 matches. If you are interested, talk to Dale. The rest of us will be glad to comiserate with you afterward.

St. Louis will have three Softball teams this year from Lindenwood. Frisco II is the team from last year, managed by JOHN SALSMAN. The Frisco Flames, the women's team, new this year and managed/coached by BARBARA HALL. The section men are also organizing a team to be managed by RICK RUSSELL. It looks like it will be a good summer for sports in St. Louis.

Congratulations to BARBARA CHILDS, clerk, and husband DAVID on the birth of their daughter. The girls at Lindenwood had a shower for BARB and she really got a lot of nice things. Also congratulations to me. My husband, BOB ADKINS, clerk, and I are grandparents (I'm step grandmother) to NATHAN PAUL, son of TOM and MARCIA ADKINS. What a thrill!

Will someone please ask JOE WASSER, switchman, about crashing at Meramec? I don't think I understand all there is to know about that subject.

BABIES, BABIES, and GRAND-BABIES! Foreman CARL HILL has a newly adopted grandson, JEREMY BRADLEY, whose father is Electrician STEVE HILL, at the Diesel Shop. Laborer JOHN BOYTS has a new baby boy, BRANDON. His grandfather is CLARANCE BOYTS, sheet metal worker. Clerk at the Consolidated Shop, DAN NERREN, is the father of NICHOLAS JAMES. CLEO WISECUP, foreman, has new granddaughter, JERRI LOUISE, and

Laborer ANDY MANN has a new baby girl, MICHELLE GRACE. Happy two o'clock feedings to all!

Foreman CARL HILL has been in the hospital for surgery from a neck injury and JOYCE COWDRY, clerk, has also been in hospital with a back injury. Get well soon, folks!

Our sympathy to the family of retired Sheet Metal Worker JOHN HENNESSEE, who died recently while shoveling snow.

Congratulations to DIANA HOPKINS, who has been promoted to Assistant Chief Clerk in the Engineering Department. Also congrats to LARRY BUFFINGTON - the Diesel Shop misses you and wishes you much success.

"SAFETY" - A plant nurse was telling a friend about a man who came to see her almost daily for various aches, pains and what-have-you. Asked the friend, "Is he a hypochondriac?" "Is he a hypochondriac?" repeated the nurse. "Why, his waterbed is filled with chicken soup."

MAKE SAFETY PAY FOR YOU!

Retirements

T. C. BAILEY, conductor, Francis, Okla.

N. E. CAMPBELL, conductor, Newburg, Mo.

F. E. CASEY, brakeman, Memphis, Tenn.

R. I. CHAPPELL, conductor, Springfield, Mo.

H. COFFEY, brakeman, Springfield, Mo.

P. M. CRAWFORD, locomotive engineer, Springfield, Mo.

W. G. DECK, machinist, Springfield, Mo.

B. A. DUFLLOT, general yardmaster, Overland Park, Kans.

J. FRANKLIN, trackman, Memphis, Tenn.

N. L. GUILLAUME, yard foreman, Kansas City, Kans.

L. C. HELWIG, clerk, St. Louis, Mo.

C. W. HENBEST, traveling wire-

man, Springfield, Mo.

A. C. HENRY, locomotive engineer, Newburg, Mo.

R. J. HICKS, trackman, Blytheville, Ark.

J. J. HOBAN, JR., sales representative, Richardson, Tex.

A. E. HUFFMAN, brakeman, Thayer, Mo.

H. D. HUTCHINS, sheet metal worker, Springfield, Mo.

H. C. KING, car inspector, Catoosa, Okla.

L. E. KNEE, brakeman, Pierce City, Mo.

H. H. KNUTH, vice president-sales, St. Louis, Mo.

E. R. LOVAN, locomotive engineer, Barnett, Mo.

R. A. LOWE, conductor, Thayer, Mo.

R. H. LUTZ, clerk, Ballwin, Mo.

R. J. McGILVRY, JR., locomotive engineer, Springfield, Mo.

C. E. MEYER, conductor, Ft. Scott, Kans.

W. PARKS, trackman, Neosho, Mo.

W. PHILLIPS, JR., lead car inspector, Ada, Okla.

T. J. PIGG, roadmaster, Lawton, Okla.

J. N. PITCHFORD, brakeman, Tulsa, Okla.

W. W. STARKS, trackman-driver, Arthur City, Tex.

R. L. STOCKSTILL, car inspector, Springfield, Mo.

C. T. TILLER, freight handler, Springfield, Mo.

J. M. TURNER, road foreman of equipment, Birmingham, Ala.

J. B. WRIGHT, district sales manager, Macon, Ga.

In Remembrance

R. H. BARCUS, retired cashier, Joplin, Mo., 12/78

H. BEARD, retired trackman, Potts

Camp, Miss., 12/78

M. H. BENNETT, retired car inspector, Lawton, Okla., 12/78

R. O. BENTLEY, retired carman, Tulsa, Okla., 12/78

H. C. BLAKEY, retired painter

helper, Springfield, Mo., 1/79
H. H. BUCHANAN, retired track foreman, Grenada, Miss., 1/79
W. L. CAMPBELL, retired water service laborer, Springfield, Mo., 1/79
L. B. CLARY, retired assistant vice president-operation, Springfield, Mo., 1/79
C. R. COLLINS, retired district gang foreman, Muskogee, Okla., 1/79
H. CROMER, retired switchman, Memphis, Tenn., 1/79
E. DAVIS, retired conductor, Ft. Smith, Ark., 12/78
J. D. DILLARD, retired machinist, Strafford, Mo., 1/79
E. L. DUREN, retired agent, Birmingham, Ala., 12/78
W. E. EAGAN, retired yardmaster, Tulsa, Okla., 1/79
L. J. EDGE, retired conductor, Neodesha, Kans., 1/79
W. H. FOWLER, retired trackman, Vernon, Tex., 12/78
R. E. GOUELOCK, retired adjuster, Springfield, Mo., 1/79
O. GRAHAM, retired special equipment operator, Walnut Grove, Mo., 1/79
P. GREENFIELD, retired carpenter, Tulsa, Okla., 1/79
T. B. HEFLIN, retired clerk, Tupelo, Miss., 12/78
J. F. HENNESSY, retired sheet metal worker, Springfield, Mo., 1/79
E. R. HOWARD, retired agent-telegrapher, Tulsa, Okla., 12/78

R. L. HOWARD, retired truck driver-laborer, Picher, Okla., 12/78
H. H. HYDE, retired brakeman, Hollister, Mo.
R. H. ILLINGWORTH, retired clerk, Gladstone, Mo., 1/79
C. W. JONES, retired clerk, Ft. Smith, Ark., 1/79
R. L. KEEN, retired switchman, Memphis, Tenn., 12/78
W. KENNEDY, retired trackman, Okmulgee, Okla., 12/78
W. KERSHELLS, retired brakeman, Amory, Miss., 12/78
M. KIRCHNER, retired machinist, Raytown, Mo., 1/79
E. C. LINDEMAN, retired cashier, Kansas City, Mo., 12/78
H. P. LOONEY, retired b&b foreman, Memphis, Tenn., 1/79
C. H. LOWER, retired carman, Oklahoma City, Okla., 2/79
T. MARTIN, retired freight stowman, Memphis, Tenn., 12/78
J. L. MATTHEWS, retired janitor, Springfield, Mo., 1/79
C. C. McCracken, retired brakeman, Arnold, Mo., 12/78
A. J. McCULLOUGH, retired lead car inspector, Amory, Miss., 12/78
L. C. McCURRY, retired laborer, Fair Grove, Mo., 12/78
H. G. McKINSTRY, retired agent-telegrapher, Henryetta, Okla., 1/79
M. F. MOORE, retired assistant b&b clerk, Springfield, Mo.
R. T. NEWBOLD, retired b&b foreman, Springfield, Mo., 12/78
E. OTTEN, retired messenger-clerk, St. Louis, Mo., 1/79

E. C. PAYNE, retired boilermaker, Springfield, Mo., 1/79
W. H. PENDER, retired trackman, Conway, Mo., 1/79
W. J. POLZIN, retired coach cleaner, Springfield, Mo., 12/78
N. W. RODGERS, retired traveling auditor, St. Louis, Mo., 10/78
J. RUFF, retired trackman, Nettleton, Miss., 12/78
F. E. SCHELLHARDT, retired master mechanic, Springfield, Mo., 1/79
G. O. SHACKELFORD, retired trackman, Greenland, Ark., 1/79
C. H. SHAW, retired b&b painter, Enid, Okla., 12/78
H. G. SMITH, retired yardmaster, Toluca, Ill., 1/79
C. W. SUGGS, retired engineer, Fulton, Ala., 1/79
R. A. WATT, retired carman helper, Arcadia, Kans., 1/79
T. A. WEBBER, retired conductor, Thayer, Mo., 12/78
W. F. WEDDINGTON, retired sheet metal worker, St. Louis, Mo., 12/78
R. F. WHALEN, retired locomotive engineer, Ft. Worth, Tex., 12/78
U. S. WOOLSEY, retired car inspector, Tulsa, Okla., 12/78
J. R. WRENCH, retired round house laborer, Ft. Scott, Kans., 10/78
J. YATES, retired trackman, Springfield, Mo., 12/78
H. L. YOUNG, retired engineer, Clinton, Mo., 12/78

OnThe Move

SALES

James M. Farren, Regional Sales Manager, Headquarters, Tulsa, Oklahoma
B. J. Gaia, District Sales Manager, Headquarters, St. Louis, Missouri
Jack V. Wetzel, Marketing Manager-Construction and Metal Products, Headquarters, St. Louis, Missouri

OPERATIONS

S. Counts, Trainmaster, Willow Springs and Memphis Subdivisions, Headquarters, Thayer, Missouri
R. B. Davis, Trainmaster, Memphis Terminal Division, Headquarters, Memphis, Tennessee
M. Latas, Trainmaster, Kansas City Terminal Division, Head-

quarters, Kansas City, Missouri
G. W. Williams, Acting Assistant Trainmaster, Headquarters, Irving, Texas

MECHANICAL

G. W. Scranton, Foreman (Diesel), Headquarters, Springfield, Missouri
J. L. Lorenz, General Locomotive Foreman, Headquarters, Springfield, Missouri
J. H. Hall, Superintendent, Locomotive Shops, Headquarters, Springfield, Missouri
L. M. Buffington, Superintendent Field Locomotive Maintenance, Headquarters, Springfield, Missouri
W. H. Burcham, Mechanical Foreman, Headquarters, Enid, Oklahoma

Walter R. Meyers, Mechanical Foreman, Headquarters, Mobile, Alabama

SAFETY

J. E. King, Manager Safety-North/South, Headquarters, Memphis, Tennessee

GENERAL CLAIMS

Elbert R. Landreth, Claim Agent, Headquarters, Kansas City, Kansas
Mark H. Ferguson, Claim Agent, Headquarters, Memphis, Tennessee
Jimmy L. Lamb, Claim Agent, Headquarters, Springfield, Missouri
Timothy D. Richardson, Claim Agent, Headquarters, Springfield, Missouri

ANNOUNCING

FRISCO'S 27th ANNUAL SYSTEM-WIDE GOLF TOURNAMENT

June 22-23

Grandview Golf Course/Springfield, Missouri



Golf Widow's Brunch/Banquet and Dance

INFORMATION: entry and reservation forms will be available at all terminal offices. entry and reservation forms may also be obtained by writing:

Mr. Don Claxton

Golf Tournament Chairman or Cathy Burkett, receptionist
at the general office building, Springfield, Mo.



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