

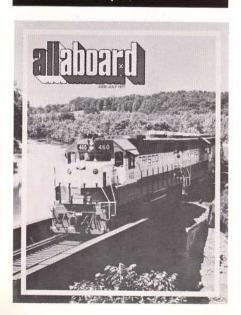
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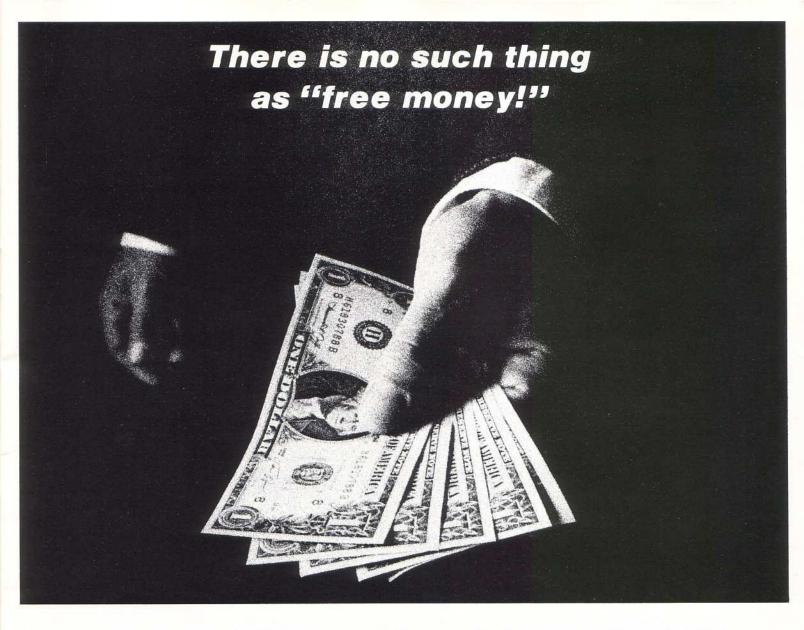


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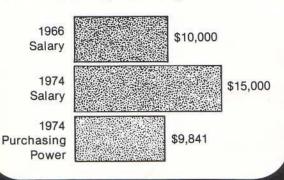
ON THE COVER - Deep in the heart of the beautiful Ozarks, Train OBX moves across Trace Creek alongside Cold Springs located some three miles south of Thayer, just across the Missouri-Arkansas line. The scenic countryside is an outdoorsman's paradise and a favorite ''gawking place'' for Frisco trainmen. Usually stretching more than a mile in length, Train OBX runs daily from Tulsa, Oklahoma to Birmingham, Alabama.



FACT:

everything government gives to the people, it must first take from the people.

> How Higher Taxes and Inflation Take Away Purchasing Power



Source: Tax Foundation

It's an appealing idea — that we all have a "rich Uncle Sam" who can give us things we want without cost.

We're assured that a new federal program can give the unemployed jobs — and it won't cost anything. We're told that a federal insurance system can meet our health care needs — and we'll pay only a fraction of the cost.

And so it goes: for every problem there's a promised governmental solution and it sounds almost free. But, nothing in our material world can be free, everything in our economic life has a cost that must be paid. Everything produced is produced by the people and everything that government gives to the people, it must first take from the people.

It's true, in certain individual programs, government does give to some, but only by taking from *others*. In the long run, it takes from *everybody*; to pay the mounting costs of government programs, a higher and higher percentage of your income

is taken in taxes. But our ever-growing taxes aren't big enough to pay government's ever-mounting bills — so it creates additional dollars out of thin air. The result is inflation, further decreasing the value of your money.

When are we Americans going to grow up and accept the fact that there is no free lunch?

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51 East 42 Street New York, N.Y. 10017



St. Louis-San Francisco Railway Company 906 Olive Street - St. Louis, Missouri 63101 - (314) 241-7800

Chairman of the Board and President R.C. Grayson

When our grandparents were children, the "Free Lunch" sign was as much a but tof any saloon as the swinging door: the idea was that anyone who hought a but of any saloon as the swinging door. TO ALL FRISCO EMPLOYEES:

When our grandparents were children, the "Free Lunch" sign was as much a beer part of any saloon as the swinging door; the idea was that anyone who however, some smart fellow figured out that we were really could eat free. One day, however, some smart fellow figured out that we were could eat free. part of any saloon as the swinging door; the idea was that anyone who bought a beer really any saloon as the swinging door; the idea was that anyone who bought a beer to cover the cost of the "free" lunch could eat free. One day, however, some smart fellow figured out that we were really could eat free. One day, however, to cover the cost of the "free" lunch extra for our beer to cover the cost of the "graph extra for our beer to cover the cost of the "free" lunch extra for our beer the cost of the "free" lunch extra for our beer the cost of the "free" lunch extra for our beer the cost of the "free" lunch extra fo could eat free. One day, nowever, some smart fellow figured out that we paying enough extra for our beer to cover the cost of the "free" lunch. Although there are no swinging doors at the Capitol in Washington, there are a swinging doors at the Capitol in Washington, there are a swinging doors at the Capitol in Washington, there are a swinging doors at the Capitol in Washington, there are a swinging doors at the Capitol in Washington, there are a swinging doors at the Capitol in Washington, there are a swinging doors at the Capitol in Washington, there are a swinging doors at the Capitol in Washington, there are a swinging doors at the Capitol in Washington, there are a swinging doors at the Capitol in Washington, there are a swinging doors at the Capitol in Washington, there are a swinging doors at the Capitol in Washington, there are a swinging doors at the Capitol in Washington, the swinging doors at the Capitol in Washington, the swinging doors at the Capitol in Washington, the swinging doors at the Capitol in Washington and the swinging doors at the Capitol in Washington and the swinging doors at the Capitol in Washington and the swinging doors at the Capitol in Washington and the swinging doors at the Capitol in Washington and the swinging doors at the Capitol in Washington and the swinging doors at the capitol in Washington and the swinging doors at the swinging doors at the capitol in Washington and the swinging doors at the swingin

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As the message on page 19 indicates, government is just as responsible for make, we inflation as for increased taxes. If you or I consistently spend more than within this would go broke sooner or later but government doesn't have to live within this would go broke sooner or later. inflation as for increased taxes. If you or I consistently spend more than we mak would go broke sooner or later, but government doesn't have to live within this restraint. When it wants to spend more than it takes in, it simply issues interest-bearing and the spend more than it takes in, it simply issues interest-bearing the amount of goods and the spend more than it takes in, it simply issues interest-bearing the spend more than it takes in, it simply issues interest-bearing the spend more than it takes in, it simply issues interest-bearing than it takes in the spend more than it takes in t purchasing power.

When it wants to spend more than it takes in, it simply issues interest-bearing goods and IOU's for the money it doesn't have. It's easy to see that if the amount of dollars available increases more slowly than the amount of dollars available increases more slowly than IOU's for the money it doesn't have. It's easy to see that if the amount of goods and services available increases more slowly than the amount of dollars available increases more slowly than the amount of dollars available increases more slowly than the amount of dollars available increases more slowly than the amount of dollars available increases more slowly than the amount of dollars available increases more slowly than the amount of dollars available. The solution is as simple as the problem: Government will have to quit providing so many "free lunches" and learn to live within its means. That's the only way government can live way you and I can live, over the long run; and it's the only way government can live, and avoid inflation! restraint.

take more dollars to pay for any particular item. R.l. Grayan

and avoid inflation!



Grayson Honored as Railroad Man of the Year

Richard C. Grayson, Frisco chairman of the board and president, was honored in St. Louis May 12, as the "Railroad Man of the Year". The award was presented by the St. Louis Railroad Club which is made up of executives representing St. Louis area railroads.

The "Railroad Man of the Year" award is annually bestowed on an individual, either within or outside the industry, who has made an outstanding contribution to advance railroad transportation in the United States. Purpose of the club is to meet, discuss and exchange ideas to broaden the knowledge of men engaged in the design, construction, maintenance and operation of equipment and fixed facilities.

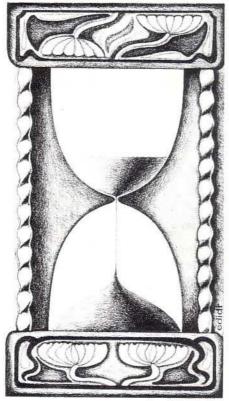
A lifetime railroader, Grayson's father and his wife's father were both Frisco railroaders. He came up through the ranks, joining the Company as a brakeman in 1941. From this position he rose to conductor, train dispatcher, terminal trainmaster, assistant superintendent, division superintendent, general sales manager, vice president-operations, and finally, was named president of the Frisco in 1969. Four year's later he assumed the dual responsibilities of chairman of the board and president.

Grayson is considered by his peers as one of the top railroad executives in the nation. Under his capable guidance, the Frisco has flourished to become an important leader in the railroad industry.



Frisco President Richard Grayson displays the "Man of the Year" award presented him by the St. Louis Railroad Club. With Grayson in the picture is Oscar Summers, president of the club and Frisco's chief mechanical officer—motive power.

What are you doing the rest of your life?



The midlife crisis

Reprinted with permission of The Pacific Telephone and Telegraph Company "WHAT DO YOU WANT to be when you grow up?" an auditioning dancer is asked in the Broadway musical A Chorus Line. "Young," she says, "I want to be young."

It's a funny line, but most people in the audience don't laugh. The truth doesn't feel so good. It's no great revelation that in our culture, young is in, young is good, young is vital, and old is well . . . old. Movies, television, advertising-from cosmetics to cars—reinforce that notion. Be young, or at least look young, and you'll be successful, happy and loved. That's all well and good, but with life expectancy for both men and women at something over three score and 10, most people spend more than half of their lives falling into some category other than young.

For years, researchers have been studying the phenomenon of the midlife crisis, a strange—and sometimes difficult—period that many people go through in those years when youth ends. Because so many experts seem to feel that the midlife crisis hits hardest on ambitious, success-oriented people, we decided the subject might be of special interest to our readers.

In "Work in America," a study published by the Department of Health, Education and Welfare, the midlife crisis was described this way:

"A general feeling of obsolescence appears to overtake employees when they reach their late thirties. Their careers appear to have reached a plateau, and they realize that life from here on will be a long and inevitable decline. . . ."

That's a pretty grim picture, but it's clinically accurate. Biologists say that aging commences between the end of the third and the beginning of the fourth decade. Doubtless many of the anxieties people feel about midlife are tied to physiology—receding hairlines, deepening crow's-feet, etc. And for women, the onset of menopause further complicates the middle years.

But for most people, physiology only contributes to the crisis. It has its home, first and foremost, in the mind and not the body. Consequently, psychologists have had a field day over the years in research on this period of life.

Pablo Picasso, at 86:
"It takes a long time to become young."

The Swiss psychologist Carl Jung stated that he saw a rise in the

frequency of cases of mental depression in men about 40 and in women between 35 to 40. Kinsey pinpointed the peak of extramarital activities for people in the mid thirties and early forties. Psychoanalyst Erik Erikson identified two directions people entering middle age usually take: stagnation, characterized by regressive behavior and excessive self-love; or generativity, which is marked by concern for the welfare and guidance of others, particularly the next generation.

And there are some not-sopleasant symptoms associated with the experience some have with the midlife crisis: Insomnia, nervousness, decreasing sexual interest, headaches, indecisiveness, memory lapses and fatigue, failing self-confidence.

However, the "crisis" doesn't have to leave permanent scars. For most people, it's simply a matter of recognizing and acknowledging their feelings. Psychiatrist David Morrison, director of consultation at the Menninger Foundation, says, "I guess I've seen a couple of thousand healthy people, and I haven't seen one who hasn't gone through a midlife crisis. I don't define crisis necessarily as chaos or disaster, but it definitely means change, that life will not be the same afterward."

In fact, many people come out of this period feeling better about themselves, their lives and their work. Barrie Sanford Greiff, a psychologist who teaches at the Harvard Business School, says, "Between the ages of 40 and 50 there are a lot of gains. A great sense of calmness sets in."

Mark Twain, at 45:
"A round man cannot be expected to fit in a square hole right away.
He must have time to modify his shape."

For some people, midlife is extraordinarily productive. Bach's greatest music was written after his 38th birthday, and George Bernard Shaw, who once acidly observed that "... youth is wasted on the young." didn't write his first play until he was 48.

But that's cold comfort to the man or woman who is struggling at midlife with feelings of disappointment and frustration. Why should these feeling become so acute for so many people at midlife?

"For many, midlife is the time of greatest pressures. If an employee has worked into a position of



responsibility, then probably demands of the job have never been greater. And there are children, they're at an age where they might be in college, creating new financial demands on the family's resources. Meanwhile, the other generation is nearing the end of life. So the middle-aged person may be faced with a dependent parent, creating emotional and possibly financial demands also. There are pressures coming from all angles.

Compulsive, success-oriented people are often the ones most troubled by midlife. They're people who have unrealistically high expectations of themselves. So, in the middle years, they look around and see they're not who they want to be, where they want to be. They become frustrated and critical of themselves and their lives.

External factors also contribute to the difficulties of midlife. The economic pressures, especially those of inflation and reduced opportunities, make it seem as if you have to run harder and harder just to keep up. Then there are the changes in traditional philosophical and religious values. Middle age is often the first time people begin to wonder about mortality and have apprehensions about death; they get the feeling they don't want to miss out on things.

On top of everything else, people in midlife sometimes find themselves in the middle of a disintegrating home. Often marriages will stay together, even when the partners have grown apart, because of a shared

responsibility—the children. Well, when the children are grown and independent, that responsibility disappears. Or perhaps the husband or wife will become concerned about fading physical attractiveness, and one or the other may look for reassurance elsewhere. Sometimes they'll find it, and that often spells



trouble, so for one reason or another, we see a lot of marriages breaking up

in the middle years.'

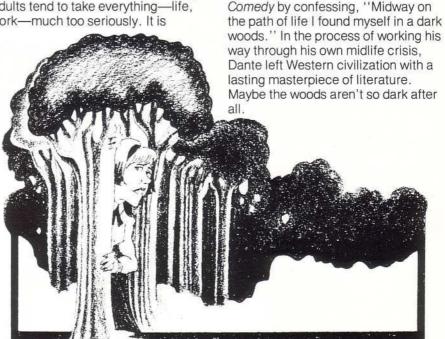
Midlife is often the time when people are first faced with major health problems—ulcers, high blood pressure, extensive dental work. But we create many of our own health problems. We make ourselves sick by the way we live-too little exercise, too much indulgence of the appetites for alcohol, tobacco, and too many of the wrong foods. Then we expect medicine to be the answer, rather than taking responsibility for our own lives. Good advice for people caught in the throes of middle-aged blues is to get in shape. Then get out of whatever rut you're in."

Essentially, life is a series of problem-solving crises. There's the learning-to-walk crisis, and the going-to-school crisis, and puberty and the getting-married crisis. They can all be difficult times, and yet most people tend to move through them in a reasonably successful way.

The people who survive this time best are those who, in psychiatric language, have good "ego strength."

People who like themselves can relax and see themselves at this season of their lives, and say, 'Yes, this is the way I should be.' On the other hand, people who are insecure, who need lots of feedback saying they're great, they're attractive, they're loved, don't do nearly as well.

Is it just a matter of growing old "gracefully"? Is there any good advice on weathering this storm? You can't do it all gracefully, of course. But I try to reintroduce the concept of joy. Adults tend to take everything—life, work—much too seriously. It is



Midlife: Some railroad employees think it over

MAN: "When I think about it, I get depressed. I can't believe I'm in my early forties and all washed up. My boss told me that even though I'm 'in the binder,' there's little hope I'll ever go much higher. That's too bad, but I'm glad he was so frank.' MAN: "Midlife can be a very unsettling time for it's nearly the last opportunity to consider a career change. There is a soothing inner voice which seems to be saying, 'This is it; you should settle for what you have; don't mess up by changing things.' But there is another voice, with a persistent, nagging tone, which urges you to get out of the rut, try something new, don't settle for the safe road to retirement. At this point, most men are set for their careers. but for those who wonder if they should stay or change, it can be a period of agonizing reappraisal." WOMAN: "I like the people, I like the job, I like the Frisco. Sure, I'm 45, and I probably won't get much higher

than I am now. That really used to bother me, but no more. I'm accepting things for what they are and making the best of it. You have to. Why make yourself and others miserable? Why keep complaining about something that isn't going to

MAN: "I find middle age highly overrated. Basically, I don't feel any different than I have in the past except for one thing: I've become more serene. Things don't excite you—in the sense of minor crises—because you've seen them all before. Middle age—age in general—is just a mental attitude. Physically, it's important to make an effort to keep fit.' WOMAN: "This decade is ticking away at a faster rate than the preceding four. The subtle countdown is here—10 more years to work, nine, eight. A tiny, nagging worry about retirement bothers me, but not often. These are good years for me. I listen better these days, and I am more

objective than I once was. Sometimes I am troubled about the malaise that has come over some of my fellow employees. I like my work and hope I never fall into the 'retiring on the job' trap. On the home front, I like being a grandparent; the children are beautiful and loving, and I can love them without being responsible for them. I know that I may appear middle-aged to the rest of the world, but I'll let you in on a secret: The 'girl' is still there inside me.''

serious, of course, but they've

forgotten completely how to play. Kids

are healthier about this. They balance

Help may come from realizing that

the midlife crisis, while aggravated by

hardly a new phenomenon. In the 14th

today's problems in today's world, is

century, Dante opened The Divine

their lives; school is serious, play is

MAN: 'The pluses far outnumber the minuses. On the plus side, my work is close to home, my employees have high morale, I work in a good community and for a good boss. On the minus side are pressure from customers and occasional communication problems with people in other departments. But I feel fortunate to be where I am. I feel I have the capacity to go further, but I'm not losing any sleep over not having done so.''

SOUTEIERN FRIED









Go South young man or young lady, if you want to really enjoy a day of fun in the sun. Southerners are just naturally friendly, and when its a Mobile picnic, literally everyone joins in the activities — youngsters, oldsters and the in-betweensters.

This year's annual Mobile Fish Fry (April 30) was attended by more than 250 AT&N/Frisco Railroaders and their families. There were games and prizes galore and a special "after lunch" softball game between Frisco's Mobile team and the Mitternight Boiler Works, one of the Railroads' fine Mobile customers. Go South young person and enjoy Southern Hospitality at its best. The following pictures attest to the good

times enjoyed by all in attendance.



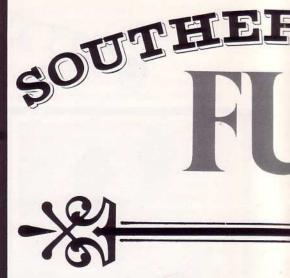


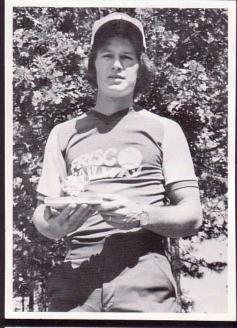


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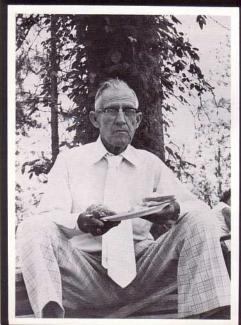














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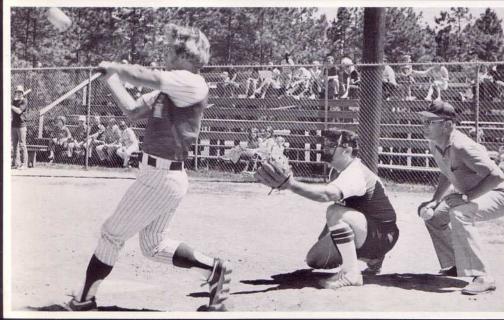




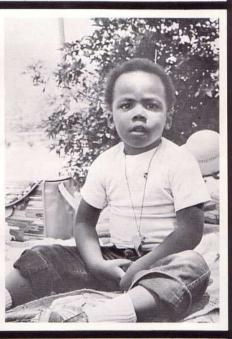


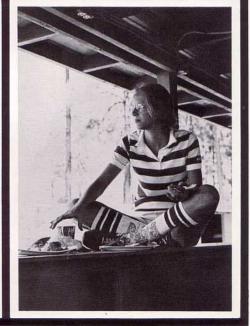












Enid Telegrapher Raymond Lamle (right) receives a \$50 savings bond from Western Division Superintendent Jerome Lutzenberger for his part in stopping a train with a broken wheel. Lamle's timely off-duty action prevented serious track damage and a probable derailment.

A Stop In Time

Raymond Lamle didn't know it at the time, but the train he instinctively watched as it passed by his home near Carmen, Oklahoma was headed for disaster. He was the only one who could save it.

Lamle had just finished a first trick tour of duty as relief telegrapher at Enid and was climbing out of his automobile when he saw the familiar sight of Frisco's QSF Train some quarter of a mile away. "Suddenly, I heard this terrible bang," recalls Lamle. "It sounded like a shotgun going off."

His first thought was that if anything was wrong, it would have been spotted by the hotbox detector a few miles down the track. But when the noise continued, he jumped back into his car and tried to catch the train at the Carmen crossing. Unsuccessful with this attempt, Lamle hurried back home and telephoned the second trick operator at Enid who relayed the message to the Santa Fe agent at Waynoka. The agent was able to contact the train crew by radio.

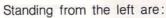
The train was stopped and inspected some nine miles from the Lamle home. The noise was found to be coming from a broken wheel which was missing 30 percent of its original casting. Later, pieces of the wheel were found at McWillie, Oklahoma, some six miles from Carmen and 14 miles from where the train was stopped.

For his alertness and devotion to duty, Lamle was awarded a \$50 savings bond. Upon presenting the award, Western Division Superintendent Jerome Lutzenberger praised Lamle for preventing a costly disaster.

"There is no doubt," says
Lutzenberger, "that Lamle's quick
actions prevented serious track
damage and a probable derailment. I
appreciate his dedication, alertness
and decisive action."



Kansas City area Retired Frisco Veterans met recently at the Rosedale Yard Office for this group picture.



Charles (Hiram) Walker Oscar Hill C.W. (Soldier) Harlan Isadore Tucker Riley Ulreich Riley Ulreich Jr. Ferdinand Walker Fred Buffington George Barney Carroll Gould John Herrmann Jimmy Duncan John Yelvington Leon Hart **Eugene Shadwick** Jesse Lindsey Charles (Joe) Rollo Curlie Gee Waymon Davis Art Adams **Odie Jones** Harry Wales - Face Hidden Bert Parrish **Bob Cummings** John Davis Lester Swafford Art Jackson

Sidney Scott
Frank (Bonnie) Balcolm
Jake Chaney
Theo Kaiser
Hollis Redwine
Harold Heary
Ed Alexander
Jarold R. (Jerry) Brookshire
Fern Malcolm
Elmer Lindeman
Joe Johnson
Marie Johnson
Jim Hecke

Seated (I to r) are:

Flossie Walker Verna Hill Annie M. Tucker Katherine Ulreich Jennie Hoffhaus Marie Walker Beulah Gower Flossa Barney Grace Gould Melba Herrmann Marie Duncan Juanita Yelvington **Dorothy Shadwick** Bertalee Lindeman Mary Rollo Edna Bennetzen Vera Adams Linnie Jones **Margaret Davis** Mary Kaiser Dora Jackson Marguerite Scott Violet Fyfe **Emma Chaney Ernie Glover** Elva Alexander Zeva Brookshire **Nellie Bowers** Mary Hansen Mary Hecke

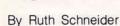
Sitting on the ground (I to r) are:

Charlie Holman Louise Holman Evelyn Logan Joe Logan Marie Heary J.W. (Unk) Hansen



Frisco Folks

ST. LOUIS GENERAL OFFICE & OFF-LINE NEWS



Sometimes we have news about this and that, and this is the month, must keep under my hat, 'cause my head is already stitched up 9 times, consequently this is really where I end this rhyme!

Now that I have everyone curious, I'll explain my injury—slipped on the patio playing badminton—honest I did!! Have the scars to prove it. About the unprintable news, just being funny and "stuff like that there."

Welcome back to LOIS ROSS (sec'y to vice president pricing) after her recent surgery. We all missed you.

On the sick and mending list now is

LURENDA WILLIAMS (filing bureau), who has a leg injury. We also extend our sympathy to her on the sudden loss of her grandmother.

A big Hello and happy to have you to BARBARA LOVE (sec'y in the pricing dept.), she will be a busy lady.

RICH SCHMIDT took a week's vacation to fish at Toledo Bend Lake in Louisiana. Fishing wasn't good, but the weather was mild. Winter runs from January 15th to February 1st down there. WOW!

LINDA RULO (filing and office services) and family recently enjoyed a vacation at Daytona Beach, Florida. to quote her, the time was too short to do all they had planned. To top it all off, she became very ill when she joined a deep-sea fishing gorup. Poor baby - - we understand tho, it happens that way.

GAYLE HARVELL (filing and office services) and a friend spent a most exciting week at Acapulco doing all the things tourists usually do. Gayle even rode a donkey that threw her before she could win a prize. But the judge was sweet and considered it a good try so she won a prize anyway.

How would you feel if you walked out of your house in the morning, key in hand, ready to get into your car and go to work and — Whoops, NO CAR. Well, this is what DENISE JENKINS (tariff typist) experienced recently. They didn't even leave a thank you note — ungrateful weren't they! But all turned out well. After several weeks with a rickity, rackety rental car, it mader her appreciate her beautiful new red and white Cutlass Supreme all the more. Now she is happy again and as Snoopy says "I have wheels".

OFF-LINE NEWS

None to report, they evidently ain't done nothing either!!



SPRINGFIELD GENERAL OFFICE NEWS

By Gloria Abramovitz

STEVE HENRY, transportation, is going of all places Okinawa, Japan, with the Air Force Reserve via Hawaii, of course.

Speaking of Hawaii, JUDY COMP-TON and family, along with NED REYNOLDS (TV personality), also enjoyed a trip there.

ED HEISS, building manager and wife LIL and MAX WARD, asst. to sr. VPO, and wife DEE have just completed a trip to beautiful Hawaii, also.....really a popular place with the FRISCO people.

SHERRY WADE, keypunch, enjoyed a delightful week in gorgeous Southern Spain.

BILL, transportation and DEE HOUSER, engineering, spent a wonderful week at Breckenridge and Copper Mtn., Colorado.

Congratulations to LARRY ED-WARDS, revenue, on his recent 15th place finish in the Mid-Am Tourney at Beaver Lake.

Sure miss seeing PEGGY DICK-ENS, purchases & stores, smiling face around the building. Peggy is on leave of absence and we hope to see her back soon.

BONNIE KEINER is on a leave of absence due to illness. Wish Bonnie all the best.

MAUDE BEDELL, retired out of purchases & stores, passed away recently. Our sympathy to her family.

We welcome DON EMERY to purchases & stores as general supervisor material & stores. Don is from St. Louis.

Welcome ANITA BUERLEIN to Transit Claim Department.

The Engineering Department welcomes LLOYD HOBBS, FRED HUNT-ER, & DARREL CANTRELL from off the Divisions.

The smiling new face in general claims belongs to JONI LONG. Welcome aboard Joni, we're glad to have you.

BILLIE WILLIAMS, recheck whose son JOHN is a freshman at Kemper Military School in Boonville, Mo. He took 1st Place Trophy in the Camp Perry Rifle Meet held there recently. John shot a 394 out of 400 and has been invited to participate in the National Rifle Association Meet this summer. KARI WILLIAMS, daughter of BILLIE WILLIAMS, is a senior at Willard High School where she is a member of the concert choir and girls glee clubs. Willard was the only school out of over 40 entries from Missouri to be invited to perform for a music convention in Kansas City. They were also the only school out of 17 states represented that was invited to bring two ensembles.

MICHELLE HINE, daughter of PAT HINE, engineering, plays french horn in Reeds Spring Jr. High Band. They won a #1 rating at both the Greene County League competition and SW MO competition. Michelle also got a #1 rating on her french horn solo in Greene County League competition.

MEREDITH ANN ROYLANCE, daughter of VICKI ROYLANCE, was one of eight first graders selected at Wilder School to take part in Children's Week at Battlefield Mall. The group painted spring pictures on store windows.

Congratulations to the "Cannon Balls" of the Frisco Women's Bowling League for their first place finish in

this year's competition. The team consists of Captain TONYA HARRIS, BARBARA JOHNSON, BARBARA MASTERSON, JAN VAN HOUDEN, DONNA SUMMERS and HELEN CANNADY.

Congratulations are also in order for the Frisco Wives Holiday Lanes Team who took 3rd place this year. Competing in the day-time league were: Captain DOROTHY PRUGGER, BONNIE HOUGLIN, BILLIE HUNTER, and DARLENE SMITH. Mrs. Houglin is also president of the league.

Newly installed officers of the Springfield Chapter of the National Association of Railway Business Women are Regina Owen, president: Jeri Baumgardner, vice president; Ruth Ramey, recording secretary; Hazel Cohoon, corresponding secretary; Darlene Martin, treasurer; and Doris Young, assistant secretary.

The installation dinner was held at the Hickory Hills Country Club in Springfield with Frisco President Richard Grayson as guest speaker.



By Cecil Simmons

We welcome WARREN OSWALT to the division office at Tulsa. Warren has been appointed secretary to superintendent and came here from Enid. Oklahoma.

Office engineers CHARLIE YORK and ERNIE WILSON both have new pick-up trucks, but so far neither one has hauled an ounce. They don't want to get the bed scratched.

Irving TRACKMAN ROY WILKERSON and wife are the proud parents of a baby girl, REBECCA LYNN, weighing in at 6 pounds, 10 ounces.

FRANK JONES, retired general foreman B&B, was recently confined to the hospital and would like to hear from his old Frisco buddies. His

address is 1055 Greenway Dr. West, Mobile, Ala. 36608.

DICK COINER, district sales manager at Tulsa, had surgery but didn't like the hospital and returned to work in two weeks.

FLORENCE KIRK, sales department, took one week vacation and spent it visiting with her sister.

RONNIE FISHER has been assigned to the position of maintenance clerk at Forth Smith on the new Central Division.

IKE GIDDENS, general foreman B&B, has gained another son. His only daughter JANE was married in April. Her husband in the Coast Guard and they will live in Brownsville, Texas.

CARMAN JOHN WAYNE WATSON of Sherman has been elected a three-year Trustee of the Sadler-Southmayd School District in a recent school election. The Watsons are also the proud parents of a new daughter, KIMBERLY RENEE, weighing 7.155 pounds.

KANSAS CITY TERMINAL & NORTHERN DIVISION

By Regina Brame

There have been some new additions to several families lately; Carman Apprentice Dwayne Mc-INTOSH and wife, Kathy, had a little girl named LaKISHA ANN; Laborer ARCHIE WILLIAMS and wife, SHIR-LEY, have a new baby boy appropriately named ARCHIE WILLIAMS III; and Carman DOYLE HILL and wife, RUTH, are new parents of a baby girl named RAEANN SUE.

WELCOME ABOARD to new Switchmen BENNY SHELBY, GERALD McLAUGHLIN Jr., JOHN McNEAL, WALTER JOHNSTON, TERRY SMITH, KEITH TOWNSEND, JOHN THARP, RODNEY HOGAN and CARL WATKINS. Also new laborers DANNY BUSH and EVERETT KENAGE.

Mr. and Mrs. DAVE WILLIAMSON of 704 South Cherokee, Gerard, Kansas will celebrate their 50th wedding anniversary June 19, at the First National Bank's Hospitality Room in Gerard. The reception is from 2:00 p.m. until 4:00 p.m. with their daughter Mrs. DIANE JONES and family of Neosho, Missouri and son Mr. J. WILLIAMSON and family of California. DAVE WILLIAMSON is a retired heavy equipment operator, having worked for Frisco 31 years. The couple request no gifts.

Yardmaster MIKE HOOTEN is in the hand soap business - What next Yardmaster HOOTEN?

Wedding nuptials were exchanged recently between Switchman MYRON FLOYD and Clerk MARILYN HUTCH-INSON in Pittsburgh, Missouri.

Congratulations are in order for BRENDA WHITEBREAD, grand-daughter of retired KC Clerk IRMA WHITEBREAD. Brenda was recently crowned "Queen" of the Miss Kirksville Pagent.

A hearty congratulations to Frisco's bowling wives of Columbus, Ks. They placed third in league competition in their first year as a team. Members consist of DONNA HALL, captain, LINDA ROARK, SANDRA STANLEY, DEANNA SHENEOR and LAURA GLASGOW.

BIRMINGHAM TERMINAL & SOUTHERN DIVISION

By Betty Platt

Congratulations to Agent LARRY COLVIN, and wife, PAT, Chatom, Ala. on the arrival of daughter No. 3 - Connie.

Also, congratulations to Conductor JOHN WILSON and wife, BETTY, on the arrival of their first grandchild - a little girl born to daughter VICKI.



Mobile Car Inspector Raymond Stallings retired recently after 50 year's service without a personal injury. "RS", as he is known on the AT&N section of the Frisco, is married and has two children, one of which is presently a Lead Carman at Mobile. Happy retirement RS!!

Sympathy is expressed to Clerk LAWRENCE HAIGHT in the recent death of his mother.

The Frisco Railroad was saddened in the death of Brakeman DANNY QUINN. We extend our sincere sympathy to his family and friends.

The "hi-lite" of the month on the Mobile Sub was the Frisco Family Fish Fry held in Mobile, April 30. It was a great day and very well attended. We appreciate everyone's help and cooperation and support in making this a great success.

From Amory we have news from MARGARET CLEMENT —

It's a grandson for Conductor HAL BROWN and wife, Sue, who has been named John BRADLEY McDANIEL.

Also a big welcome to JAMES JACOB who is an addition to the household of RICKY and LYNN HIGGINBOTHAM, also being welcomed by little sister Masha.

MARK HARRISON, son of Brakeman DONALD HARRISON and wife, MARCELLE, was recently selected to represent the Sophomore Class of Amory High School at the Miss. Governmental Affairs Seminar in Jackson, Miss.

Sympathy is extended to the family of Eng. W.B. COUNTS who died recently and to Conductor JIM WALLACE in the death of his wife who has been ill for a long time.

STEPHANIE PERUSSE, lovely little daughter of Special Officer and MRS. BOB PERUSSE, is home doing nicely after a week's stay in the hospital in Amory.

Trainmaster and MRS. TED DAVIS have returned home after a few days in New Orleans sightseeing and antique hunting. They came thru Mobile and watched the dogs perform also. They were accompanied on this trip by Eng. "SHUG" STANFORD and his wife RUBY.

Amory Yard Engineer VAUGHAN WOOLF and wife, VIRGINIA, enjoyed a weekend recently in Pensacola with daughter HARRIETT and family.

SCOTT KENT, son of Cond. DON KENT, along with another Amory boy won first place in advertising at a DECCA Conference in Jackson, Miss.

"One today is worth two tomorrows; never leave that 'til tomorrow which you can do today."



Take stock in America. Buy U.S. Savings Bonds.

In Remembrance

T.G. AFILO, retired district gang laborer, Kansas City, Mo., 3/77

A.L. BAILEY, retired conductor, Chaffee, Mo., 2/77

C.S. BALL, retired switchman, Kansas City, Mo., 3/77

T.H. BANISTER, retired vice president-executive department, St. Louis, Mo., 2/77

W.L. BECK, retired telegrapher, Lebanon, Mo., 2/77

C.S. BLAKELY, retired laborer, Oklahoma City, Okla., 3/77

J.W. BREWER, retired laborer roadway shops, Springfield, Mo., 3/77

S.L. BRISTOL, retired car inspector, Bristow, Okla., 2/77

W.E. BROCKMEIER, retired roadmaster, Springfield, Mo., 2/77

D.M. BROOKSHIRE, retired conductor, Fenton, Mo., 1/77

W.C. BRUMBACH, retired switchman, Birmingham, Ala., 2/77

E.K. CALDWELL, retired chief clerk-car repair bills, Springfield, Mo., 4/77

C.J. CAMPBELL, retired boilermaker, Springfield, Mo., 2/77

L.M. CHRONISTER, retired crossing flagman, Tulsa, Okla., 3/77

R.B. CLARK, retired painter, Springfield, Mo., 3/77

W.B. COUNTS, engineer, Birmingham, Ala., 4/26/77

O.J. DRIVER, retired track foreman, Ada, Okla., 3/77

S.E. EAGLEBURGER, retired laborer, Springfield, Mo. 3/77

A.C. GORDON, retired switchman, Kansas City, Mo., 2/77

E.L. HARRELL, retired brakeman, Sun City, Ariz., 2/7/77

F.W. HARRIS, chief maintenance clerk, Ozark, Mo., 5/2/77

H.E. HART, machinist, Springfield, Mo., 4/29/77

D.P. HENLEY, retired sheet metal worker, Memphis, Tenn., 2/77

G.E. HICKS, retired locomotive engineer, Wagoner, Okla., 3/77

P.E. HODGE, retired carman, Oklahoma City, Okla., 2/77

C. HOUSE, retired track laborer, Billings, Mo., 2/77

C.J. KURRUS, retired locomotive engineer, Memphis, Tenn., 3/77

J.W. LAMB, retired locomotive engineer, Holly Grove, Ark., 1/77

W.F. LAWSON, retired superintendent roadway shops, Springfield, Mo., 2/77

M.G. LAYNE, retired rip track foreman, Birmingham, Ala., 2/77

W.T. McARTHUR, retired district gang laborer, Pacific, Mo., 2/77

W.B. McCAFFREY, retired terminal superintendent, Birmingham, Ala., 2/77

R.E. McCRORY, retired yard clerk, Kansas City, Mo., 2/77

J.B. MONTGOMERY, retired gang lineman, Springfield, Mo., 3/77 R.E. NICHOLS, retired general foreman b&b/ws, Amory, Miss., 2/77

N.L. PARKER, conductor, Pensacola, Fla., 3/24/77

J.L. POWELL, retired district gang foreman, Birmingham, Ala., 2/77

H.O. PRICE, retired machinist, Ontario, Cal., 2/77

D.A. QUINN, brakeman, Saraland, Ala. 4/17/77

C. ROBERTSON, retired district gang laborer, Hamilton, Miss., 2/77

J. SABELO, retired section laborer, Claremore, Okla., 2/77

M.E. SANDERS, retired brakeman, Thayer, Mo. N.A. SHORT, retired locomotive engineer, Granite City, III., 2/77

L. SLOAN, retired laborer, St. Louis, Mo., 2/77 H.E. SPAIN, retired switchman, Baxter Springs, Kans., 2/77

F.R. TAYLOR, retired car inspector, Ft. Worth, Tex., 2/77

J. TURNER, retired locomotive engineer, Shawnee Mission, Kans., 2/77

R.A. WALT, retired group head, St. Louis, Mo., 3/77

P.A. WEATHERS, retired agent-telegrapher, Fredonia, Kans., 3/77

R.D. WELCH, retired clerk, Tucson, Ariz., 2/77 **W.B. WOOD,** retired conductor, Enid, Okla., 2/77

L.A. ZOLLER, retired shop checker, Springfield, Mo., 2/77

Retirements

J.O. ATEN, locomotive fireman, Springfield, Mo.

D.W. BLACKWELL, locomotive engineer, Springfield, Mo.

W.A. CALDWELL, locomotive engineer, Thayer, Mo.

R.W. CHASTAIN, boilermaker, Walnut Grove, Mo.

R.J. DRAGO, clerk, St. Louis, Mo.

L.M. FERRIS, b&b foreman, Mountain Grove,

J.M. FINEGAN, brakeman, Sapulpa, Okla.

G.B. GAYLOR, trainman, Midfield, Ala.

J.R. GLAZE, messenger, Birmingham, Ala. E. HALL, district gang laborer, Verona, Miss. J.T. HARDIN, switchman, Birmingham, Ala. **L.E. HURD,** inspector-treating plant, Springfield, Mo.

L.B. HURT, locomotive engineer, Broken Arrow, Okla.

H.G. KENNEDY, trainman, Birmingham, Ala. J. KINSELLA, clerk, Memphis, Tenn.

H. MURPHY, brakeman, Thayer, Mo.

G.M. PEELER, cable splicer, Springfield, Mo. L. PERTUCHE, conductor, Springfield, Mo.

N. PORTER, track foreman, Holly Springs, Miss. R.D. REAGH, southern division stations, Columbus, Miss.

W.I. RIGGINS, storekeeper, Kansas City, Kans. R.E. SAMSEL, laborer-mechanical department, Springfield, Mo.

O.K. SAMUEL, carman, Rogersville, Mo.

C.L. STEVENS, carman, Springfield, Mo.

W.J. TATE, SR., locomotive engineer, Cuba, Mo. W.T. THOMPSON, electrician, Chaffee, Mo.

J.R. TRAVIS, conductor, Fort Scott, Kans.

F.D. WHITAKER, district gang foreman, Fall River, Kans.

P.A. WINGO, locomotive engineer, Springfield, mo.

E.H. WOOLLEY, locomotive engineer, Springfield, Mo.

G.O. WYATT, JR., trainman, Fort Worth, Tex. A.C. YOCUM, B&b carpenter, Republic, Mo.

L.M. YOUNG, trainman, Springfield, Mo.



FACT:

with extra unearned money created out of "thin air" - and that's inflation.

Deficit

\$17.8 Billion

UNEARNED MONEY

FEDERAL

\$259.3 Billion

EARNED MONEY

SPENDING \$277.1 Billion

Five-Year Average, 1971-1975

Source: U.S. Federal Reserve Bulletin

Throughout history, people have wanted government to give to them without taking from them, and rulers have realized they might offend their subjects by demanding higher taxes.

To make wars popular, instead of raising taxes, kings debased the currency, adding a cheap alloy to coins. This paid for the war — and created inflation. Our own country helped pay for both the Revolutionary War and the Civil War by printing worthless paper money — and created inflation.

Today, legislators know they can win popularity — and elections — by voting for new federal programs. They also know it's unpopular to raise enough taxes to pay for them. So they authorize expenditures in excess of income - and create inflation.

Government pays for most of its basic expenditures with "earned" money — taxed or borrowed from people's earnings - the only valuable money government has to spend.

To cover its deficits, Washington creates extra unearned money out of thin air, thus reducing the value of all money, savings and insurance.

This increases the "money supply" faster than the supply of goods and services the root cause of inflation. Only way to stop it: stop our federal government from spending more than it collects!

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51 Fast 42 Street



& Frisco Wins Harriman Award

Richard Grayson, Frisco chairman of the board and president, holds the Harriman Memorial Silver Medal Award presented the Company for safe employee performance. The Harriman Awards, some 12 in all, were established by the late Mrs. Mary W. Harriman in 1913 in memory of her husband, a pioneer railroad builder. The award ceremonies are held in Washington, D.C. and are annually attended by national leaders of the railroad industry, government, transportation officials and members of the press. Pictured from the left are: U. S. Secretary of Transportation Brock Adams, Grayson and W. Averell Harriman, former governor of New York and distinguished U.S. diplomat.



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



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