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THE FRISCO EMPLOYEES' MAGAZINE

DECEMBER « 1930

Vol. VIII

No. III



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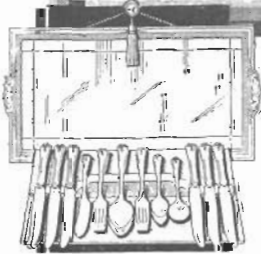
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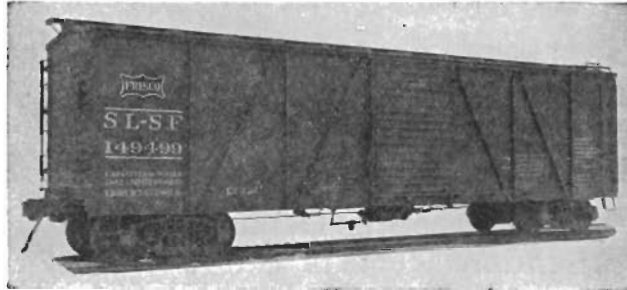
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THE FRISCO EMPLOYEES' MAGAZINE

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THE FRISCO EMPLOYEES' MAGAZINE

MEMBER

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

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

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



The **KELLOGG GROUP**

EXPLAINS TROUBLES OF RAIL LINES

BEGINNING with President Kurn's address to the Chamber of Commerce at Enid, Okla., on October 3, Frisco Lines definitely entered a campaign to bring to the attention of its friends, patrons and employes, the conditions of unfair competition which exists in these United States in transportation circles. President Kurn's address at Enid, which was reported in the November issue of the *Frisco Employes' Magazine*, was the forerunner of a series of addresses on the plight of the railroads due to the subsidization of other forms of transportation by the state and federal governments.

Three addresses on this subject were delivered during the latter part of October by Mr. J. E. Hutchison, vice-president in charge of traffic.

His first talk was to 385 members of the Frisco Men's Club of Springfield, at a banquet and smoker held in the Kentwood Arms Hotel on October 28. The next evening he spoke to 100 members of the Frisco Employes' Club of Monett, and on Friday evening, October 31, he addressed 400 members of the Employes' Club of Fort Smith, Ark.

Dealing principally with the competition on the highways and waterways, and its resultant decrease in earnings of the railroads and in the number of railroad employes, Mr. Hutchison said, in part:

"The great decrease in the number of railway employes—a reduction to approximately the 1910 figures—is caused by a number of contributory factors rather than just labor saving machinery and business depression. In fact, I believe decreases from machinery are fewer in the last decade than in the 30-year period which preceded it. Unfair competition is a far more important cause.

"The Federal government, participating in competition with the railways on the waterways, for instance, is a great cause, as is exemplified in the operation of the Mississippi Warrior Service. This is a government controlled and operated concern which did a gross business of more than \$6,000,000 last year at a net loss of \$192,000, paying taxes amounting to the munificent sum of \$24. The Federal government appropriated for 1930, \$300,000,000 to take care of the rivers of this country and the taxpayers are paying the bill, with the railroad's taxes comprising a large part of the total. Moreover, the

Vice-President Hutchison Makes Three Addresses —Stresses Unfairness Of Competition



J. E. HUTCHISON

government has published rates of 20 per cent less than rail rates where it is river and rail hauling and the rail lines are expected to absorb this 20 per cent. This is, of course, supposed to result in large savings to shippers, but the savings, as has been illustrated in many actual instances, are not real.

"Now the question that is foremost in my mind and in yours, I believe, is the inroads into rail employment caused by the building of hard roads. These roads, built at the expense of the taxpayers, have been turned over to commercial transportation concerns, and it has resulted in a transportation industry that has grown and grown and is still growing even past the point where it has already made itself seriously felt by the railroads. Busses and trucks used in this transportation industry operate over highways furnished them at a charge which is negligible at most. By way of illustration, I present the cost of some of the things the railroad must provide for itself which the taxpayers give almost free to busses and trucks. For taxes which the railways pay and the trucks do not, it costs a mill per ton mile of freight. For maintenance

of roadway, which is practically free to busses and trucks, the railroads pay about two and a half mills a ton mile of freight. For interest on the part of rail property that is allocated to roadway, we pay about two mills a ton mile. The sum of these is five and a half mills, and bear in mind that it does not take into account any expense that the rail line has except those that are furnished practically free to busses and trucks. The average revenue from freight is slightly more than one cent a ton mile. We have to spend half our earnings before we can compete equally with this competition. In addition, we have to compete with the unregulated rate making of this competition while we are under rigid supervision.

"There is a legitimate use for trucks and busses and we have no quarrel with that use. In fact, we wish to encourage it. But the highways were built primarily for automobiles and similar vehicles, and never intended for tremendous busses and trucks which operate over them at terrific speeds.

"Illustrative of the rapid growth of motor transportation: The Frisco built a line from Aberdeen, Miss., to Pensacola, Fla., recently, through territory, which was for the most part in decline. But with our road, idle plantations were re-opened, industry began to flourish and land values soared. There were no highways there, but as we helped the country progress, highways came and with them motor competition with its unregulated rate making, and now, trucks driven by men who earn a dollar a day and work twelve to eighteen hours, are hauling most of the cotton at a ridiculously low rate.

"Now we in the railroad business have gotten away from this dollar a day idea. We don't want men paid that sort of wage working for us. We are pretty well wedded to the idea of a fair return for services performed and believe that a fair return is one that will let the employe live decently and respectably.

"There is a strong sentiment growing all over the country against this unfair competition, but there is going to be a big job for railroad folks in remedying it. We must elect men to Congress and to the Legislature who will see that fair treatment is given. All we ask is a square deal.

"It is said that the Missouri high-

(Now turn to Page 24, please)

FROM SEWING NEEDLES TO TURNTABLES

THE word "multitudinous" is often used, but it assumes a new significance when applied to the duties connected with the management of the Frisco's Store Department at Springfield, Missouri.

Besides handling a total of 50,000 separate and distinct articles, this department ships to points on Frisco Lines everything from a small sewing needle to a huge turntable. There are, of course, thousands of intermediate items, such as tacks, locomotive wheels, passenger car trimmings, gasoline and other items too numerous to detail.

This store department is designated as the general store, to differentiate it from the division store departments under division storekeepers, but the Springfield general store has direct supervision over the Monett, Mo., Newburg, Mo., Lindenwood, Mo., and West Shop, Springfield, store rooms.

At one time the store department was under the direct supervision of the mechanical department, but in 1912 it was inaugurated as a separate and distinct department by J. R. Mulroy, who started the system of the general store with division stores at points on the line. A. W. Blume, now general storekeeper at Springfield, has been in the employ of Frisco Lines since November, 1913, having come to this road from the Santa Fe. Under Mr. Blume is C. E. Wheatly, who occupies the position of storekeeper of the Eastern division and is in charge of the Springfield general store.

The handling of this large amount of material, of 50,000 varieties, is a story within itself, and the system used in filling requisitions and checking stock has been worked out to a fine point. Stock clerks keep an accurate check of the stock on hand, fill requisitions and replenish the supply, while the checkers or foremen check the stock as it is loaded in and out of the cars for the various division points.

The division points are supplied with material through three sets of supply cars, which cover practically the entire system on monthly schedule. The materials are loaded in cars at the general store and the schedule of the supply cars is made up to fit in with the operation of local trains.

Requisitions requesting materials are to be in the hands of the general storekeeper not later than the 25th of each month and the cars leave the

Stores Department Handles 50,000 Articles Necessary to Rail Operations

general store once a month with the material. It requires from 21 to 25 days to complete the trip. A man from the store department with a helper, is in charge of each car to unload supplies, pick up empty containers and make exchanges of material not needed. There are from five to



A. W. BLUME

twelve cars in each outfit and each one goes in a different direction.

Besides the monthly service, there is also a car schedule for loading materials at the general store to each division and local store on the system which is handled on weekly service. Arrangements are made by the transportation department to cut cars in on fast freight service which eliminates delay.

All materials in the store department are in stock boxes and sectionized, with stock clerks allotted to certain sections. The rooms in which these sections are located care for all fabricoids and leather for coach seats, paints, engineer and firemen's seat

boxes, jugs, mops, flags, twine, axe handles, all signal material, electric globes, bells for office buzzers, cables, rubber hose, rope, cotton swabbing, car seals, linoleum for vestibules, water kegs for section men, headrest covers for coach seats, cotter keys of all sizes and motor car parts.

Fly screen in three varieties were found in the upstairs room, the common black used for screens on windows, the galvanized in soda ash filters and the copper for train windows.

Over 1,000 different sizes and kinds of special fittings for lubricators and injectors are kept on hand at all times. A small stock of brass is kept for making up small parts not carried in stock.

About ten different kinds of wicks for lamps, railroad crayon, door knobs, twine and rope of all sizes, buckets, and lanterns of every description, including a channel lamp which is used to mark the track over rivers, were included.

Another large item is that of car sealers, and it is estimated that approximately 35,000 of these are used monthly.

On the main floor one may find an amazing variety of material, from a tack to a heavy repair part for a derrick. One may get an idea of the variety of materials from a walk down one of the aisles.

For instance, in the section for globes, there were twenty-eight kinds, varying from switch globes to globes for candles, which are used in baggage cars in case of a light failure.

There are seventy tiers of steam hose fittings for locomotives, which consist of valves, gauges, etc., and an equal number of tiers which hold boiler studs for locomotives.

Close to 100 sections are used for nuts, which range in size from $\frac{1}{4}$ " to $4\frac{1}{2}$ " and are graduated in one-eighth inch sizes. As many sections are used for pipefittings, which run from $\frac{1}{4}$ " in size to 8" and are used in making applications of globe valves, water, steam and air valves and fittings.

One section is devoted to a small variety of repair parts for Brown hoists, ditchers and wreckers, and includes all heavy material.

To "do" the store right, it would take many hours of time and many more pages of type to tell of the thousands of articles which are housed on this main floor of the store depart-

(Now turn to Page 20, please)

O. M. A. MAKES MEN AT CLAREMORE

Only Military Academy on Frisco Lines Trained 320 Boys in 1930

THERE are many points of interest on Frisco Lines, many industries of more than passing interest, but Claremore, Okla., besides being the home of the famous Will Rogers, boasts the only military school on Frisco Lines and one of the best of its kind in the country.

Impressive in its location, the main building of the Oklahoma Military Academy faces the town from a high hill. A paved highway through the main part of the city, leads to it and the school is only a mile and a half from the Frisco tracks. On the grounds are two barracks buildings, one erected in 1919 and the second in 1927. There is also a central heating plant, a National Guard building, and a new hospital. This hospital is equipped with all modern apparatus and is complete. There is an overflow of cadets attending the academy this year and about forty of them are housed in the town. Another barracks building is now under contemplation and will no doubt be erected before another year.

While only a baby in years, this academy's advancement has been rapid, and it has received signal honors in athletic activities. It was founded in 1919 and its first year found 40 cadets enrolled. The enrollment for 1930 totals 320 which is an increase of 35 per cent over the previous year, and the cadets enrolled represent the states of Oklahoma, Missouri, Kansas, Pennsylvania, Louisiana and representatives from Canada and Mexico.

At the head of the school is Colonel Walter E. Downs, a veteran of the World War, having served in the 18th Infantry, First Division. He saw service in St. Mihiel and Meuse-Argonne Drives and his regiment received the Forregerue Decoration by the French for distinguished service in the Meuse-Argonne Drive. Under Colonel Downs is a staff of eighteen officers, all men of experience.

The school is under both State and Federal supervision, and has a Senior Unit of Infantry and a Senior Unit

of Cavalry, and provides a four-year academic course and a two-year Junior College course.

The Cavalry Unit was established by the Government at this school at a cost of \$150,000, and includes sixty head of horses, saddles, bridles, blankets and all equipment which goes with taking care of this unit, also rifles, sabres, pistols, blankets, and sketching material for special instruction. The stables are complete, with running water and concrete flooring, and the War Department sent

championship of the southwest and Jack Smith the middleweight class. Buddy Bishop received the Jack Dempsey Trophy belt as the most popular fighter entered in the Ozark Tournament. These boxers have been coached by Captain Murle Cline and Captain Lee Gilstrap. All of these boys are still at the Academy except Carpenter, who has gone to the George Washington University at Washington, D. C.

Each day is a busy day, with Reveille at 6:30 a. m., then calisthenics, then back to the barracks where each boy makes his bed and cleans his room and then into the mess hall for a hearty breakfast. Discipline is maintained in the dining room and the boys march in and out.

The grounds are policed following breakfast until regular class room work begins at 8:00 a. m. At 11:10 a. m. and until 12:10 p. m. there are military drills on the parade ground, which is followed by mess. Then classes until 3:30 p. m. The period between 3:30 p. m. and 5:30 p. m. is devoted to athletic activities of all kinds. This is followed by formation on the

parade grounds and the lowering of the flag with the evening meal at 6:00. From 7:00 until 9:30 p. m. there is the study period with an intermission of 30 minutes for relaxation. Tattoo is sounded at 9:30 p. m. and taps at 10:00 p. m., when all lights are out and each cadet is in bed.

A forty-six piece military band lends color at the athletic meets and football games of the academy, and supplies a prominent place in all parades and festivities given in the City of Claremore.

"We stress sportsmanship, leadership and team work," said Col. Downs, "and I feel that we have enrolled some of the finest boys in the country in our academy. Their record in the athletic world is a matter of great pride to me, as well as the grades they make in school."

The school convenes on September 4 and is dismissed on May 25. The
(Now turn to Page 9, please)



A Sunday dress parade on the grounds of Oklahoma Military Academy at Claremore, Oklahoma

fourteen men and one captain to care for the horses and equipment used in the Unit.

This military academy has made a name for itself in the athletic activities of Oklahoma and the southwest. In 1929 they won the Eastern Championship of Oklahoma with their crack football team, and played fifteen basketball games, winning thirteen. The football field has been equipped with flood lights, with the assistance of the City of Claremore and the football team of this military academy has played a number of night football games. A polo team will be organized in the spring.

They have five boxers which have won championships in the S. W. A. A. U. and Ozark Tournaments, at Springfield and Wichita, Kans. Ralph Carpenter won the championship heavyweight boxing title of Kansas, Oklahoma, Arkansas and Texas; Ernest Hollopeter won the light heavyweight

Frisco Flower Display at Springfield Attracts Large Crowds



WALTER STOOKEY A HERO

Walter Stookey, section laborer of Catale, Okla., has entered the ranks of whom it can be said, "He has saved the life of a fellow man." Stookey has more than the usual claim to the title of hero in that his quick thinking on October 4, instead of saving the life of one person, saved four men, the fathers of eleven children, all under ten years of age, from almost certain death.

Stookey had left his regular place as laborer and on October 4 was working as a teamster in order to help a foreman with mowing the right of way. While he was working on the north side of the track between 7 and 8:30 a. m., he saw a train approaching from the east over Sun-sweet Hill and at the same time he noticed four men on a motor car coming from the west on the same track, apparently unable to see the approaching train through the heavy fog. It quickly became obvious to him that neither the men on the car nor the crew of the train were aware of each other and that unless they were warned, the car would surely be struck. Unable to catch the attention of the men on the car, he left his team and ran toward the track, giving the engineer a stop signal, and through his action the train was brought to a stop just in time to avoid hitting the car. The two were about fifteen feet apart when the locomotive came to a standstill. Stookey, who is the husband of Mrs. L. E. Stookey, agent at Catale, insisted that no mention be made of his deed and had it not been for the insistence of others,

The large front display window of the J. L. Long & Sons Furniture Company at Springfield, Mo., was turned over to Don B. Fellows, Frisco florist, during the week of November 10 for a display of a miniature train with a background of plants and flowers from his floral shop.

On the evening of Thursday, November 13, the store was open and played host to hundreds of Frisco employees who received special invitations to visit the store from 7:00 until 10:00 p. m., when Mr. and Mrs. Fellows distributed potted plants.

The display consisted of a miniature Frisco Flower Special, featuring the Bluebonnet train of Frisco Lines. The train, from engine to coach, was electrically lighted, and at its left was the Frisco Flower Special, loaded with apples, three cars of oil, oil tank, box car and caboos. In addition to this train, a complete telegraph line, automatic semaphores, train control, crossing gate, block signals, passenger station and automatic electric switches were in operation.

The words "FRISCO LINES" were made of 244 live yellow Alternanthera plants. Back of the station is seen a small coal and wood yard with coal, sand, gravel, chatt and seventeen kinds of wood. These seventeen samples are from wood used at the Springfield shops on passenger and freight cars.

his heroism would have never been revealed. The men on the car were Robert Morgan, foreman, and Champ Copeland, George Kelly and Wm. Hunter, laborers.

CAR DAMAGE DECREASES Reduction of 42.5 Per Cent Made First Ten Months

ONE is almost led to believe that every car on Frisco Lines is marked "fragile" after examining the monthly report on cars damaged by rough handling and seeing how few out of the vast number handled are damaged from this cause. During the first ten months of the year only 316 cars were damaged out of the hundreds of thousands moved over the system and this represents a decrease of 42.5 per cent in comparison with the corresponding period of last year. The monetary amount of this damage decreased 55.8 per cent.

The per cent of increase in the number of cars handled per car damaged was 56.5 per cent during the first ten months of 1930 and the per cent of decrease in the amount of damage per car handled was 50.68 per cent during the same months, both in comparison with the corresponding periods of last year.

Of the Frisco divisions Central ranked first with three cars damaged out of 325,421 handled and Eastern division was second, handling 698,886 cars with eighteen damaged. South-western division was third in the report with 22 cars damaged out of a total of 841,419 handled.

Among the terminals, Springfield was first, handling 611,045 cars and allowing but 13 of them to be damaged, and Birmingham was second, handling 541,772 cars with 12 of them damaged. St. Louis was third, with eighteen cars damaged out of 603,146 handled.

TALIHINA FAMED FOR SANATORIUM

TALIHINA, OKLA., rich in Indian legend, is one of the most picturesque cities on the Frisco's Central division and the home of one of the most unique institutions, the Choctaw-Chickasaw Sanatorium for tubercular Indians.

The name Talihina, in Indian language, means Iron Road. There was no town until the Frisco built its tracks through Talihina on its way to Paris, Texas, and the town was named after the Indian nickname. The Indian Sanatorium is located several miles from the city, at the foot of Buffalo and Winding Stair Mountain. Shielded from the raw winds, its temperature is even throughout the year. It is 1,000 feet above sea level and no winter has brought more than two or three light snows.

This Sanatorium was founded by the Federal Government in November, 1916, and originally contained four sections of land (640 acres to the section). Several years ago one section was sold to the State to build a State Sanatorium nearby to care for other than Indians, and today the two are operating side by side at the foot of a beautiful chain of mountains.

At first only Choctaws and Chickasaw tribes were eligible to the Indian Sanatorium, but now members of other tribes are admitted when there is room, and it has a sixty-bed capacity. The older Indians did not take kindly to the hospital at first. There had to be rules and regulations, and the old fellows, slaves to habit and traditions, found the rules too binding. For instance, they rebelled when asked to take off their clothes and put on night clothes. They preferred to sleep fully dressed.

And so the greater percentage of the work has been done among the children, 14 to 21. Ninety per cent of the cases are contracted during these ages.

The work of the Sanatorium has progressed under the guidance of Dr. W. E. Van Cleave, whose work among the Indians has extended over a long period. He is a native of Indiana and a graduate of the Kentucky University at Louisville. Following his graduation, he learned the Government needed physicians for Indian Service and he took the examination. He passed and was assigned to service among the Navajos in New Mexico, where he re-

Tubercular Hospital for Indians Does Remarkable Work—Dr. W. E. Van Cleave in Charge

mained for three years. His work then took him to the Sioux tribe in South Dakota and later among the Cheyenne tribe in Oklahoma. He then traveled for five years as a



DR. W. E. VAN CLEAVE

physician among the Indians. He understood the Government was building the Sanatorium at Talihina and, following the construction of the hospital, he was assigned there, where he has remained.

Dr. Van Cleave became interested in the Frisco through its agricultural department. Mr. D. E. Eicher, horticultural agent, suggested that the land surrounding the hospital was fertile and in addition to the potatoes and vegetables Dr. Van Cleave had already set out, suggested he become a pioneer in the raising of strawberries. Under Mr. Eicher's direction, the first plants were set out and last year they reaped a crop of 1,500 gallons (approximately 250 crates) to the acre. Grapes have done well, and the potato crop has brought blue ribbons from Fairs to the Sanatorium. Samples of Irish Cobblers, Red Triumph, Portorican and the Nancy Hall sweet potato all won first prizes at the Poteau, Okla., County Fair. First prize was also won at the Free State

Fair at Muskogee with the Sanatorium's potatoes. In fact, it is not unusual for him to claim blue ribbons, for the products of the farm are always outstanding.

He is now trying out a new strawberry, Kellogg's Premier, and last year harvested the first crop. Members of the Oklahoma Chamber of Commerce, on a tour of inspection through Oklahoma, were served dishes of these strawberries and were high in their praise of them.

Dairying is fast gaining a stronghold in Oklahoma and Dr. Van Cleave has a herd of twelve very fine Holstein's which supply milk and butter for the patients. His barn is as splendid a structure as can be found, modern in every respect. A few hogs aid in disposing of the table scraps and later furnish lard and meat.

A trip through the hospital during "rest hour" shows rows of clean, white beds with bronze faces smiling from clean, white pillows. "Rest hour" generally follows two hours in school. Adjacent to the hospital is a little school house. More than 50 per cent of the children taking the cure are able to attend the school and are eager and anxious to do so. Dr. Van Cleave brought out some very beautiful baskets and pottery. They are allowed two hours of school in the morning, two in the afternoon and an hour in the evening. A picture show, once a week is an eagerly anticipated event and one which none of them would miss.

Practically every year a new building is added and the original buildings, the hospital, power plant and laundry, now have surrounding them, a school, employes' quarters, home of Dr. and Mrs. Van Cleave and a log cabin office. Everything new and modern is furnished Dr. Van Cleave and the latest equipment is an X-ray machine which occupies an entire room and which aids him materially in arresting the disease.

The holidays are all given their prominence. Turkeys are in evidence at Thanksgiving and Christmas, and there is a big tree and gifts at Christmas time. Boxes of gifts from Y. W. C. A.'s come to the Sanatorium. Last year a Y. W. C. A. in Birmingham played Santa Claus, and this year the gifts will come from another city. Dr. Van Cleave and his wife furnish candy and fruit and relatives come for visits and the Christmas spirit prevails.



Reading left to right, first row: hospital; Dr. Van Cleave's home; school house; part of hospital. Second row: log cabin; schoolroom. Third row: strawberry patch; modern barn.

Dr. Van Cleave is a pioneer in this work along Frisco Lines, and there is not another known institution of its kind located on the Frisco. He has also proven to be a successful pioneer in the field of agriculture, but he modestly lays the credit for his success to his able instructors, Mr. C. B. Michelson, farm marketing agent, Mr. Eicher and Mr. G. O. Gilbert, agricultural agent, the latter stationed at Tallhina, whose advice Mr. Van Cleave often seeks.

Q. M. A. MAKES MEN

(Continued from Page 6)

boys are allowed their freedom away from the school on Saturday afternoons, and are allowed to attend Sunday School and Church on Sunday. They get one pass between the opening of school and Thanksgiving, which entitles them to leave Claremore.

This academy is rapidly taking its place as one of the best in the country. Each year the enrollment is increased, and Claremore, as well as the Frisco Railroad, is justly proud of its advancement.

The Prude

I'm such a gentle little prude,
I think that laughter loud is rude.
No lady smokes a cigarette,
And games are bad when people bet.
I always go to church on time—
To stay at home would be a crime.
I've never tasted wine or beer,
Or anything that makes one queer.
I'm passing fair, with eyes of gray—
I do not dance, nor flirt, nor play
Unseemly jazz tunes. Hymns are best!
With all the virtues am I blest.
A perfect wife I think I'd be;
Yet no one seems to marry me!

NEWS of the FRISCO CLUBS

Men's Club, St. Louis

Hon. Harry B. Hawes, United States Senator from Missouri, addressed 385 members of the Frisco Men's Club of St. Louis at the October luncheon of that organization in the ballroom of the Statler hotel, October 24. Seated with Senator Hawes at the speakers' table were twenty officers of the company headed by Vice-President J. R. Koontz, J. E. Hutchison, F. H. Hamilton and E. T. Miller. Ralph McBride, club president, presided over the luncheon and W. L. Huggins, Jr., director of publicity, introduced Senator Hawes.

Devoting the major part of his talk to a discussion of transportation, Senator Hawes praised the present state of railroad efficiency, and paid high tribute to the personnel of the roads.

"I have a very great admiration for railroad officers and men in general, and particularly for the Frisco railroad," he said. "I've known your president well and favorably for a great many years. Forty-four years ago I got my first taste of transportation when I went to work in the accounting department of the Frisco here in St. Louis as a clerk at the munificent wage of \$50.00 a month. I've been interested in the Frisco ever since, and really feel that I'm one of the bunch!"

Industrial traffic managers who were guests of Frank Lawler, assistant general freight agent, at the luncheon, were introduced as follows: Messrs. H. G. Marandon, Simmons Hardware Co.; D. A. Noonan, Rice-Stix Dry Goods Co.; F. L. Ruland, Robert Gaylord, Inc.; T. H. Lynch, Philip Gruner & Bros. Lumber Co., and R. E. French, Pet Milk Sales Corporation.

The diners were entertained by Bob Anslyn's Frisco orchestra, which is comprised of Anslyn, the leader, and Norman Raithel, Mark Hazelrigg, Henry Duesen, Ed Burke and Carl Hartman. A particularly pleasing feature of the program was a group of songs by the "Jolly Jester Quartet," from Gingham Inn, which is comprised of the following: "Dude" Brown, Charlie Vourge, Joe Galligher and Bob Stark.

Fort Smith, Ark.

The holiday spirit prevailed on October 31, when the Frisco Employees' Club of Ft. Smith gave a delightful evening's entertainment and dance at

the Woodmen's Hall, Ft. Smith, Ark. More than 350 employes and their friends were present.

Prior to the dance a short program of songs and dances, violin solos and readings were presented. The principal address was given by J. E. Hutchison, vice-president in charge of operation.

John Griffiee, newspaper reporter for the Southwest American, gave an excellent short talk on royalty. Other numbers on the program consisted of, a vocal solo by Delmaya Dorough; violin solo, Jaunita Warren; dance, Katherine Kayser, and a reading by Miss Manley.

After the short program, L. W. Caviness, president of the club, introduced O. H. Reid of the office of J. W. James at Tulsa, Okla., and Martha Moore of the publicity department, St. Louis.

A lively colored orchestra furnished the dance music and during intermission appropriate refreshments were served.

The affair was considered one of the most successful yet attempted by the Ft. Smith club, and was an excellent beginning to a well planned fall and winter program of work and pleasure.

Oklahoma City, Okla.

With the progress of the fall season, attendance at the meetings of the Oklahoma City Frisco Employees' Club took an upward swing. The club's crowd of 200 at its session of September 26, increased to 250 in the following meeting, held October 16, and indications pointed to that mark being excelled in the meeting set for November 20.

The October meeting was featured by reports showing that business in general was improving there. An announcement concerning solicitation work by members showed that the following had been especially active since the last session: A. B. Smith, engineer; C. H. Hinsey, chief clerk, and W. L. Pipkin, demurrage clerk. A card from the family of H. C. Conley, pensioned assistant freight agent, who died recently, expressing thanks to the club for flowers sent Mr. Conley while he was ill, was read to the meeting.

Following the business session, the remainder of the evening was spent dancing to music furnished by the Sunset Six. Officials in attendance at

this meeting were H. G. Snyder, traffic manager; W. A. Shubert, roadmaster, and P. D. Sheehan, general yardmaster.

Madill, Okla.

A discussion of general business conditions featured the meeting of the Madill Frisco Employees' Club held October 17. Eight members were in attendance at this session. A part of the meeting was devoted to talking over competition of motor transportation with rail lines, and all present pledged themselves to redouble their efforts to secure more business for the company.

Tulsa, Okla.

The Frisco Employees' Club of Tulsa, Okla., opened the fall season with a business meeting and dance, held in the auditorium of the Genet building there on October 17. Approximately 150 employes and their friends attended and the entire evening was marked by high enthusiasm.

The business session opened with an election of a club president to succeed R. W. Harper, who was recently transferred to Birmingham, Ala. C. J. Quinn, operator, was chosen to fill the vacancy. The club secretary was instructed to write Harper on behalf of the members, telling him of their regret in losing him and wishing him success in his new location. A report on business secured showed that considerable traffic had been obtained by Geo. Kerns, demurrage clerk, and G. R. Warren, yardmaster, and Mrs. J. C. Burnett was given credit for turning in some valuable passenger tips. Following this report, C. J. Quinn made a brief talk in which he pledged his best efforts to the club. He was followed by O. L. Young, superintendent of terminals, and O. H. Reid, general agent, both of whom urged everyone to put forth their best efforts in securing business. The business session closed at 9:00 p. m. and was followed by dancing, a local five-piece orchestra furnishing the music.

Willow Springs, Mo.

The Frisco Employees' Club of Willow Springs, Mo., held a business meeting November 11, which was devoted chiefly to discussing new freight schedules. This meeting was fairly well attended and all present expressed a lively interest in the discussion and in solicitation work. The next meeting was set for December 9.



The six girls whose photographs appear above head the Frisco Girls' Club of Springfield, Mo., for 1931. They were elected at the September 30th meeting of the club. They are, at left above; Marguerite O'Brien, assistant secretary; (below) Helen Yates, treasurer; (in center, left) Selma Hoffman, first vice-president; (right) Beatrice Deming, president; (at right, above) Grace Jochum, secretary; (below) Mary Burrell, second vice-president.

Wichita, Kan.

Van Werden Hall in Wichita, with its interior gayly decorated in black and orange and a huge Frisco emblem on the wall, was crowded to capacity on October 31, when some 150 happy employes from Wichita and neighboring towns gathered there for the Hal-lowe'en mask dance and party, which the Frisco Employes' Air Capital Club gave.

Everyone was filled with the carnival spirit and the costumes ranged to an almost unbelievable variety. In addition to dancing, those present were amused by clog dance acts, violin and piano numbers and a number of novel contests—an apple eating contest, ladies balloon dance, pie eating contests and others. Following these awards were given to those having the most appropriate costumes, first prize for women going to Mrs. Fulson, wife of Edward Fulson, storekeeper, and the men's costume prize going to H. L. Byerly, chief clerk, freight office. Winners in contests were as follows: Pie-eating contest, Catherine Fitzgibbons, daughter of station master; apple-eating contest, Ben Morgan, Jr., son of roundhouse foreman; ladies' balloon dance, Wanda Evans, a friend of an employe. Refreshments, including coffee, a variety of sandwiches, and pumpkin pie, were served at the close of the evening.

Thayer, Mo.

A brief meeting, attended by six members and devoted to discussing traffic matters and plans for increas-

ing interest in club work, was held by the Frisco Employes' Club of Thayer, Mo., October 23. It was decided that the next meeting would be held on November 20 and all were urged to work toward bringing out a good attendance.

Jonesboro, Ark.

With an attendance of sixty-five enthusiastic employes and officials, the meeting of the Jonesboro Frisco Employes' Club, held November 5, was a very successful opening to the fall season of club activities there. Nearly the entire business session was devoted to discussion of solicitation and means of interesting employes in club work.

Instructive talks were made by C. B. Callaham, assistant superintendent, and J. R. Holland, general agent, Blytheville, who were visitors at this meeting. Ralph Bailey, president of the club, presided over the meeting and both he and W. A. Sanders, vice-president, made short talks, urging members to secure traffic. Others who spoke briefly were J. W. Ledbetter, yardmaster; C. E. Scott, cashier, and Mrs. Ralph Bailey. Mrs. Bailey stressed the work of women in club affairs.

Following the business session, dancing occupied the remainder of the evening. The hall in which the meeting was held and the orchestra for the dance were donated by the Ben Hur Lodge of Jonesboro.

Joplin, Mo.

The reading of the speech made by

President J. M. Kurn at Enid, Okla., recently, setting forth the Frisco's stand in regard to competition on the highways from motor transportation was the important part of the program at the business meeting of the Joplin Frisco Employes' Club, held October 16. Following the speech, those present engaged in round table discussion solicitation work.

It was suggested that the Ladies' Auxiliary to the club be requested to assist in making plans for a Hal-lowe'en party. The next business meeting was set for the third Thursday in November.

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

Pinochle, bridge and bunco were the games that entertained the members of the Ladies' Auxiliary to the Frisco Employes' Sunnyland Club of Kansas City, Mo., at the delightful party which they gave November 4. Fifty-seven were present at this affair.

Prizes for high score in bridge and pinochle were beautiful pictures, "Rebecca at the Well," painted and donated by Mrs. M. J. McCaffery, one of the hostesses at this party. They were awarded to Mrs. Parrent and Mrs. Radford. The other bridge and pinochle prizes were won by Mrs. Lenard and Mrs. Blank. Bunco prizes went to Mrs. Wells and Mrs. Clark. The prizes, other than the paintings, given at this party were donated by Mesdames Geo. Lackey, John Johnson, T. J. O'Brien and A. Brennan, who with Mrs. McCaffery, comprised

the group of hostesses that arranged the meeting. The next meeting was set for December 11, and at that time the officers of the club will entertain all the ladies who have served as hostesses during the past year.

Girls' Club, Springfield, Mo.

The luncheon which the Frisco Girls' Club of Springfield gave at Maxwell's Ontra Cafeteria there October 20 was in honor of the club's retiring officers, each of which was presented with a silver spoon upon which was engraved, "Frisco Girls' Club." Following are the girls who received this token of the members' appreciation of their services as officers: Lucy V. Good, Grace Jochum, Matilda Hoffman, Ann McClernon, Eula Stratton and Nola Rook.

The meeting was presided over by Miss Beatrice Deming, recently elected president of the club, and George Monteer gave a group of solos, after which Mr. J. E. Hutchison, vice-president in charge of operation, gave an interesting talk. Approximately 110 members and guests were in attendance.

Ladies' Club, Tulsa, Okla.

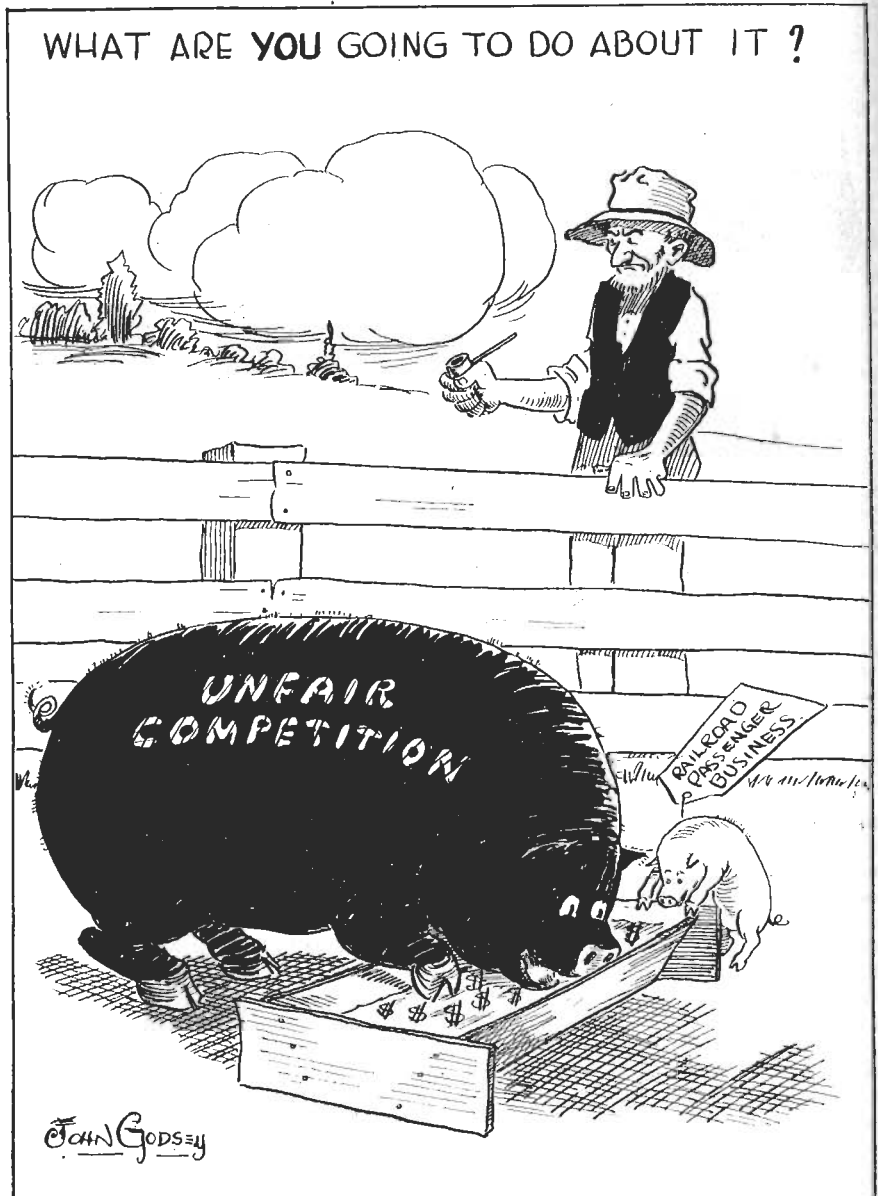
A game called "Mystery Package" provided a great deal of amusement at the business and social meeting of the Frisco Ladies' Club of Tulsa, Okla., held October 16. Each of the members bought a chance on the package and in the drawing, Mrs. R. J. Lahr was the member with the winning number. This entitled her to the "mystery package" that was offered in that meeting, but it also designated her as the one who should furnish the package for the next session. About twenty members attended this meeting.

Plans were made for a bridge luncheon to be held in the Egyptian Tea Room in Tulsa some time in October and a committee comprised of the following was appointed to complete arrangements: Mrs. G. G. Harrison, chairman; Mrs. R. B. Collins, and Mrs. W. H. Bennett, and another committee composed of the following was appointed to arrange for prizes and refreshments at the club's next regular session: Misses Marjorie O'Brien, Letitia Maloney, Goldie Workman and Christine Vanderford.

The business session was followed by bridge and refreshments, the prize for high bridge score being awarded to Mrs. J. E. Head. Second high was made by Miss Marjorie O'Brien.

Pensacola, Fla.

Election of officers for the ensuing year was the principal business transacted at the meeting of the Pensacola Frisco Employees' Club, held Novem-



Although Cartoonist Godsey doesn't so label him, the grim looking gent with the corn-cob pipe who stands just over the fence is supposed to be all of us in the railroad family, and particularly on Frisco Lines. We ask it too—What are you going to do to help that poor little fellow with the screw tail get up in the trough?

ber 7, and attended by twenty-five members and visitors.

G. H. Payne, machinist, was elected president and O. O. Olsen, clerk, vice-president. T. O. Lutz, clerk, was chosen for the office of treasurer, and the following were elected vice-presidents: M. Nobles, engineer; J. E. Staples, car inspector, and J. P. Brown, machinist.

Payne took charge of the meeting following his election and made a brief talk in which he emphasized the necessity of co-operation and support from all club members. Subsequent to his talk, members of the board of governors to serve during the ensuing

year, were appointed. The meeting was concluded with an interesting and instructive talk by W. H. Crow, general freight and passenger agent.

Girls' Club, St. Louis, Mo.

The luncheon of the St. Louis Frisco Girls' Club, held October 30, was well attended by both members and visitors and featured an entertaining program of speeches, readings and music.

J. R. Koontz, vice-president in charge of traffic, the chief speaker at the luncheon, gave an interesting and instructive address and Miss Martha Moore, associate editor of the *Frisco Employees' Magazine*, gave sev-

eral entertaining readings. Bob Anslyn and his Frisco orchestra furnished music for the occasion. Mrs. Louise Gibson, president of the club, announced that the club had lost from its membership Miss Mary Berre of Tower Grove Station, who left service October 12 to be married. Following are the guests who attended: Misses Alma Hoffman and Theda Pyland of the Springfield Girls' Club; J. W. Morrill and H. Harrison of the accident prevention department; F. H. Hamilton, vice-president, secretary-treasurer; Mr. Koontz; J. N. Cornatzar, assistant vice-president and W. L. Huggins, Jr., director of publicity.

Memphis, Tenn.

That the alert employes who comprise the Memphis Frisco Employes' Club were unusually active in solicitation during October and the early part of November is evidenced in the report of the meeting of the Greater Traffic Committee of that club, held in the Memphis local freight office, November 12. Twenty-five members and three visitors were present at this session.

Reports made in this meeting disclosed that business, tips or both had been secured by each of the following: H. D. Robertson, route clerk; J. L. Edwards, cashier's clerk; S. L. Oliver; W. Y. Billings, assistant disposition clerk; Mrs. Lelia Lenihan, stenographer; W. F. Corkery; D. E. Creeden, disposition clerk; A. E. Elliott, platform foreman; T. E. Bagwell; N. R. Walker, check and receiving clerk; Gordon Robertson, cashier; T. E. Bryant, yard clerk; F. T. Stroud, utility clerk; H. S. Crothers, expense clerk; A. E. Grissom, check and receiving clerk; J. A. Ladd, uncollected clerk; Miss Helen Griffin, comptometer operator; H. A. Markham, interchange clerk; J. L. Fazzi, inbound delivery clerk; B. C. Scruggs, assistant cashier; C. C. Wright, check clerk, and Clarence Maupin, carload bill clerk. The next meeting of the club was set for the second Wednesday in December.

Neodesha, Kan.

The meeting of the Neodesha Frisco Employes' Club, held November 11, opened with a discussion of the Frisco radio programs which are being broadcast over station WDAF at Kansas City during winter months. All entering in the discussion expressed themselves as highly pleased with the programs and all present were urged to spread the news of this broadcast. Fourteen members and one visitor were present at this session.

Considerable business had been secured by the members since the last

Calvin Coolidge Says:

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NORTHAMPTON, Mass., Oct. 20.—Anybody with any experience in public life can see that the next session of every legislative body in the country, from the Congress down, will be deluged with all kinds of proposed nostrums for preventing depressions in industry and agriculture with resulting unemployment. Already business is beginning to shudder at the prospect. Instead of being able to look to government generally for encouragement and relief, it recognizes that these proposals will be a deterrent to business recovery. At the bottom of all these measures will be found an appropriation carrying a large expenditure of public money which would result in more taxes.

If business can be let alone and assured of reasonable freedom from governmental interference and increased taxes, that will do more than all kinds of legislation to relieve depression. Local governments are justified in spending all the money necessary for direct relief of distress. But the nation and the states will only increase the difficulties by undertaking to restore confidence through legislation. It will be the part of wisdom to give business a free hand to supply its own remedies. This is no time to take counsel of the legislative visionaries.

CALVIN COOLIDGE

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meeting, it was reported, with J. M. Hall and H. E. Hurst especially active in solicitation activities. The meeting was concluded with a talk by C. S. Underwood of the traffic department at Wichita. He praised the club membership for its past solicitation activities and urged everyone to keep his shoulder to the wheel and devoted a portion of his talk to motor competition.

Clinton, Mo.

The meeting of the Clinton Frisco Employes' Club, held November 16, was devoted principally to working out meeting dates and discussing bus and truck competition with railways. Nine members were in attendance at this session. The matter of having regular meetings with the Ladies' Auxiliary to the club was brought up and J. B. Brown, president of the club, agreed to investigate the feasibility of this arrangement. A plan of trying to secure letter head routing orders on local business coming into Clinton was given consideration at this session.

Colored Club, Springfield, Mo.

The Frisco Colored Employes' Club of Springfield, Mo., met recently in the Metropolitan Baptist Church, there, with Fred McMilliam, president of the club, presiding and making the principal talk.

McMilliam asked all members to pledge their support anew to Frisco Lines, giving their best service and to co-operate with local business firms to obtain business. Talks along the

same line were made by Henry Bedell, Lee Adams and Andrew Darton.

Hugo, Okla.

The Frisco Employes' Club of Hugo, Okla., began a series of entertainments to raise funds for its Christmas relief program with a dance on October 30. This party was given in the assembly room of the Hugo station and was a masked affair with prizes for those having costumes most in keeping with the date—Hallowe'en—going to Mrs. E. P. Olson and Mr. S. Caldwell, electrician for the Oklahoma Power Company.

Monett, Mo.

The Monett Frisco Employes' Club held an enthusiastic and interesting meeting November 10 with twenty-eight in attendance, including two guests, W. A. Lassiter, a grocer, and Clifford Kelley, of the Loupe and Kelley Coal Company. The meeting was presided over by C. J. Kunz, agent, and newly elected president of the club.

Kunz opened the meeting with an inspiring talk on co-operation between Frisco employes and the shippers and receivers of freight. He was followed on the program by Harry H. Westbay, claim agent, who explained that the Frisco posters that appeared in the windows were displayed through the efforts of R. M. Callaway, one of the pioneer and successful business men of Monett, who had prepared and circulated them entirely at his own expense. W. A. Lassiter was the next speaker. He commended the club and

promised to give Frisco Lines all the business he possibly could, and following his talk the members discussed plans for a social gathering in the near future. Westbay, Wm. Caffey, and Mrs. Pearl Lewis were appointed to comprise a committee for making arrangements.

The session was concluded with a resolution of appreciation to Mr. Callaway for advertising Frisco Lines throughout Monett with posters. The resolution read, in part, as follows:

WHEREAS, Mr. R. M. Callaway, has always been loyal to Frisco Lines, having on numerous occasions done things for the Frisco and its employes which probably no other citizen in the community could have done so successfully in the upbuilding of the interests of the company, its employes and the citizens of Monett in general, and

WHEREAS, since busses and trucks have become a menace to the railways of Missouri, causing great reductions in revenues, affecting the employes, their families and this community in general, and

WHEREAS, at his own expense, he has prepared and circulated some printed matter advocating 100% loyalty to Frisco Lines in general, which act on his part having received the commendation and approval of Frisco officials and should have the approval of every citizen in Monett, and

WHEREAS, in order that this splendid act of Mr. Callaway's may be known to all concerned,

THEREFORE, be it resolved that we, the members of the Frisco Employes' Club of Monett, in regular session, by this resolution express to Mr. Callaway our sincere thanks and appreciation for the stand he has taken in a matter in which we are all so vitally interested and pledge to him our loyal co-operation in all his undertakings.

Done at Monett, Mo., this 10th day of November, 1930.

C. J. KUNZ, *President.*

PEARL E. LEWIS, *Secretary.*

Sherman, Texas

The meeting of the Sherman Frisco Employes' Club, held November 17, and attended by twenty members, was termed by those present as "A Business Getting Session." Nearly the entire discussion was devoted to this subject, with particular emphasis upon the matter of meeting bus and truck competition.

W. W. Johnson spoke briefly, telling the members that sentiment against unregulated competition was growing rapidly and W. G. Hall, who followed him, urged all members to do all they

Olathe Players On Frisco to Austin



Did you ever see a football team's backfield players go into a huddle and call their signals on their fingers? The team pictured above does it—and they're a cracking good football team, too. The boys in uniform are members of the football squad of the Kansas State School for the Deaf at Olathe, Kansas, and the picture was taken at Tulsa, Oklahoma, on November 20, when the squad stopped off for a practice and workout en route to Austin, Texas, where they played the Austin School for the Deaf on November 22. Coach E. S. Foltz appears in street clothing. The team used Frisco Lines from and to Olathe.

could toward meeting this rivalry. Their talks were followed by lengthy discussions in which all members took lively interest. It was suggested that the club have a meeting with the merchants of Sherman and a committee was appointed by H. L. McDuffie, president of the club, to arrange it and to set a date. It was decided that several out-of-town traffic solicitors be asked to make talks on that occasion. The committee in charge of arrangements was comprised of the following: W. A. Morgan, chairman; L. T. Jones, W. G. Hall, N. Thorworth, L. C. Fuller, H. S. Peavy, K. P. Guin, W. W. Johnson, E. Inglehart and P. L. Stenger.

Supervisors at Sherman sponsored a dance for employes on October 31, opening the season of fall entertainments there. Music for the occasion was furnished by Shells orchestra. Thanksgiving was set as the date for next dance.

Fort Scott, Kan.

The business and social meeting of the Fort Scott Frisco Employes' Club, held November 13, which was attended by forty-nine enthusiastic members and visitors, was opened with two entertaining readings entitled "The Squash" and "Views of Life in a Hotel", by Miss Martha Lou Payne, daughter of C. L. Payne, assistant superintendent.

E. A. Miller, general agent, made

an instructive talk on keeping old customers and getting new ones. He also urged all who had radios to tune in on WDAF, Kansas City, each Wednesday night for the Frisco programs. W. H. Bevans, superintendent, spoke about bus and truck competition, dwelling principally on the need for them to be under the same regulation as railroads. L. A. Fuller, traveling passenger agent of Kansas City, made a talk in which he told of his experiences in lining up passenger business. He also stressed the necessity of motor transportation being regulated. Following this, several out-of-town visitors made talks. It was pointed out in this meeting that all employes of neighboring towns are at all times invited to attend meetings of the Fort Scott club, and that any suggestions to increase the revenue of the company will be appreciated at any time. The session was closed with serving refreshments and cigars. The next meeting was set for the second Friday in December. Following are the visitors who were in attendance: L. A. Fuller, traveling passenger agent, Kansas City; J. W. Slaughter, agent, Railway Express Company; W. J. Mathias, route agent, Railway Express Company; E. W. Dalrymple, agent, LaCygne, Kan., and Mrs. Dalrymple; A. L. Milliken, agent, Galena, Kan.; and J. E. Baugh, cashier-operator, Lamar, Mo.

PARTY FOR GEO. DILLARD

Retired Road Foreman Surprised
by Friends at Springfield Home



GEO. E. DILLARD

GEO. E. DILLARD, road foreman of equipment with headquarters at Springfield, Mo., was the unexpected host to about forty of his railroad friends on the evening of Friday, October 24, when they gathered at his home to present him with a radio, as a token of their esteem and long friendship. Mr. Dillard was retired on October 1 after having served Frisco Lines for 48 years and 9 months.

He began his service with Frisco Lines November 11, 1881, as a fireman on the Eastern division, and was promoted to the position of engineer April 1, 1887, on the Lebanon Sub. He worked as road foreman of equipment, assistant superintendent locomotive fuel service, assistant superintendent locomotive performance and road foreman of equipment during his years of service.

Eleven road foremen, in town for a meeting in the office of J. W. Surles, assistant superintendent of motive power, attended the informal gathering at Mr. Dillard's home on Benton Avenue, as well as a number of his railroad friends from the St. Louis and Springfield offices.

D. L. Forsythe, general road foreman of equipment, served as master of ceremonies and called upon Mr. Dillard's older friends in the gathering for a short talk. Those who spoke

A Christmas Greeting to the Veterans

By MRS. D. R. BEELER, President, Veterans' Auxiliary

LET this holiday greeting bring you the best of good wishes. May the future be better than the best of the past and may you not only be happy, but conscious of usefulness and increasing fellowship with mankind. May you have the spirit that accepts the daily burden with a song and meets the unexpected with a smile; a heart that does not seek to shun the pain of the wounds of battle, but finds a joy in the conflict and its price, so long as it is waged for the right. May you realize a sense of honor, too clear for selfishness, too keen for indifference and a hope that floods the soul with light and paints the world with beauty. May the year, just closing, be a year of deep experience, which will bring an abiding fruitage of character and a wealth of life found in every change and gained from every lesson. In short, may you have a mind intent on pleasing God, and a courage to follow Him through all things common and all things high until the image of His Son is made perfect in your life.

The approaching Christmas season will carry many of us back to our childhood days, to that time in life when the abiding place of children

was truly honest, homelike home, with pop corn and nuts and where Santa with his reindeer came and filled the stockings hanging around the fire place with Christmas joys. Whether that home was a sumptuous palace or a modest place, was of no significance.

Today we are the same children, but grown to man and woman's estate, still looking forward to Christmas, but with a wider vision and a fuller understanding of its significance.

Realizing my inability to enjoy the personal contact which I should greatly appreciate could I personally meet and wish each member of the veteran and auxiliary the greetings of the season, I send my message of Christmas cheer through the columns of the Christmas number of the *Frisco Magazine*.

For your heart, a memory,
And for your life a song;
For your life the better things,
That keep you brave and strong.

For your feastings, all the good,
That Mother Earth provides;
For your fortune, all that's best
And happiest besides.

Peace and plenty for your home
Forevermore to stay,
And may God's own content be yours,
Forever and a day.

were: Robert Collett, fuel agent, St. Louis; T. B. Coppage, superintendent High Line, Springfield; J. L. Harvey, master mechanic, Springfield; J. A. Moran, superintendent, Springfield; J. W. Surles, assistant superintendent motive power, Springfield; C. H. Baltzell, St. Louis; J. D. Heyburn, former master mechanic at Ft. Smith, and the man who succeeded Mr. Dillard; J. W. Morrill, accident prevention agent, Pacific, Mo., and Engineer Press Moore.

Miss Susie Dillard, daughter of Mr. Dillard, and one of the leading pianists of Springfield, played the accompaniment to some old-time songs which the group sang, and several favorites of Mr. Dillard's were in the selections.

Mrs. Agnes Perry Williams gave a vocal solo, accompanied by Miss Dillard and following the presentation of the radio by Mr. Collett, letters of well wishes were read from Messrs. J. E. Hutchison, vice-president operation; H. L. Worman, superintendent motive power; F. H. Shaffer, general manager; M. M. Sisson, assistant general manager; E. L. Magers, former superintendent Eastern division; John Forster, retired mechanical inspector; W. G. Hall, assistant master mechanic,

and W. J. Foley, master mechanic at Enid, Okla.

While listening to a delightful program, which came to the group from the new radio, the guests were served with ice cream, cake and punch.

Mr. Dillard has the distinction of being the only road foreman of equipment on Frisco Lines to have reached the age of 70 years, and placed voluntarily on the pension roll.

FORT SCOTT WINS

While the garden at the Frisco station of Fort Scott, Kan., was just started this year and the plants did not obtain sufficient growth for it to place in the 1930 Frisco garden contest, it has been getting wide recognition in local competition, winning first prize among Class D business houses in a Fort Scott yard and garden contest.

Work on this garden was done under the supervision of E. A. Miller, general agent there, and the daily watering of the plants was taken care of by the porters at the passenger station. Plans are being made now at Fort Scott to offer strong competition in the 1931 Frisco garden competition.

TRAFFIC CHANGES AT K. C.

J. R. Coulter, assistant traffic manager at Kansas City, was appointed traffic manager there on October 1, succeeding George F. McGregor, who was promoted to executive general agent, according to a circular issued September 26 by S. S. Butler, general traffic manager.

Coulter came to Frisco Lines in 1925, as chief clerk to the traffic vice-president in St. Louis. He is a graduate of Colby College in Waterville, Maine, and has had previous railroad experience on the Boston and Maine, and the New York, New Haven and Hartford railways. He went to Kansas City as assistant executive general agent in March 1928, and became assistant traffic manager when the traffic department titles were changed.

George McGregor is known to thousands of Frisco employes and has been in Frisco service since October, 1883, filling many positions of trust and importance in the traffic department. He was at one time assistant general freight agent and general freight agent, and has spent most of his years of service in Kansas City, Mo., where his headquarters will remain.

TRAINS 97.4% ON TIME

Hovering close to perfection in passenger train performance as it has for many months, Frisco Lines operated a total of 4,296 trains 97.4 per cent on time during October, according to a report on the subject issued November 6 by the office of the general manager, Springfield, Mo.

Of the Frisco divisions, Southern had the best record for the month, operating 806 trains 98.4 per cent on time which compares with its record during September of this year when 780 trains were 97.2 per cent on time.

Western division was second with 109 trains 98.2 per cent on time. During September 160 were operated on that division and they were 100 per cent on time.

River division ranked third in the report with 758 trains 97.8 per cent on time which is the same percentage as the preceding month there when 772 trains were operated.

Records on the other divisions during October were Northern, 1,034 trains 97.2 per cent on time; Southwestern, 763 trains 95.4 per cent on time; Central 248 trains 96.7 per cent on time and Eastern, 558, 91.2 per cent on time.

Cora: "Does that rich young man of yours write convincing letters?"

Dora: "I can't say. The case hasn't gone to the jury yet."

WHERE'S YOUR GUN?

If you think Frisco employes in Springfield aren't alive to the competition that is threatening their jobs, read the following bulletin, issued by the presidents of Springfield's two employes' clubs on November 12. It will make you feel better.

*De cotton crop, hit sho' am po'
De droul dun got de cawn,
An' deys hard times acomin' sho'
Jes 'es sho' as you am bawn.*

*But de hic'ky nut is in de woods
An' de squirl am in de tree,
An' deys plenty rabbits in de grass
Jes' waitin' dar fo' me.*

*So, I gets down de ole shot gun
An' I oils it inter condishun,
Dey ain't but one thing pesterin' me—
Whar's I gwine ter git de ammer-
nishun?*

—W. J. BRITTON.

*Uncle Ned takes things philosophic-
ally. Not a thing worrying him but
a round or two of shells—ef'n he had
'em he'd be sot pretty.*

*And here we are bellikened about
business being off—some of us can't
even see the hickory nuts, rabbits and
squirrels! And the fact is they are
out in the business "fields" waiting for
you to "bag" 'em.*

*Quit moping! Quit listening to the
pessimist! Get out your ammunition
and go after 'em.*

*We have our double-barreled, auto-
matic, anti-backfiring business-getting
blunderbus oiled up and loaded with
excellent "service." So far, we have
not "bagged" our full share of the
"game," but are hunting for more—
gonna get it, too!*

*Have you taken a "shot" at any
business for the Frisco during the
past month?*

*"Gunning" for more freight and
passengers.*

BEATRICE DEMING,
G. C. ROOP,

Club Presidents.

SECTION WORKERS MEET

Fifty-two roadmasters, section foremen, trackmen and frog repairers were present at a meeting of the section foremen of the 60th Track Division at Winfield, Kansas, on October 26, and listened intently and also took part in the interesting program which had been outlined for them.

The meeting was in charge of W. N. Patterson, roadmaster at Enid, Okla. Track conditions of all kinds were discussed and suggestions of ways and means of doing the work more efficiently were discussed.

J. B. Soward, section foreman at Eagle City, Oklahoma, the oldest foreman in point of service on the division, was present, and a record of his efficient service was given. Mr.

FRISCO AGENT PRAISED

U. G. Ragain of Morley, Mo., Gives Personal Service

U. G. RAGAIN, Frisco agent at Morley, Mo., has been coming through recently with a brand of solicitation that is winning a great deal of highly competitive business and the success of his efforts is based to a large degree upon his willingness to go to almost any length to accommodate a patron.

Last November 8, for example, he sold a ticket to St. Louis, but it happened on that date the Frisco mixed service through Morley was in the other direction—a difficulty that could have easily stopped a less zealous solicitor. Not so with Agent Ragain. He solved the problem by taking his privately owned automobile and driving the passenger to Brooks Junction for connection with No. 802.

Nor does passenger solicitation constitute this livewire agent's sole business getting work. He is active in freight solicitation also. The largest movement he has secured in recent weeks was twenty-one cars of contracting equipment. This was a much sought after movement which a competitor had offered special service to obtain and it required three weeks of strenuous work for Ragain to secure it for Frisco Lines. Upon a rumor that a construction company that was at work on Highway 61 would soon complete their contract and would move to another point by rail, he started working for the movement. Competition only spurred him on, with the consequence that at about 1:15 p. m. on November 14, the crew of train 860 placed twenty-one empties at Morley and at 1:30 p. m., November 15, these cars moved out loaded with construction equipment. Trains 832 and 839 handled parts of this movement out of Chaffee at 12:30 and 3:30 a. m. on the same date. The revenue on this movement amounted to about \$1,322.

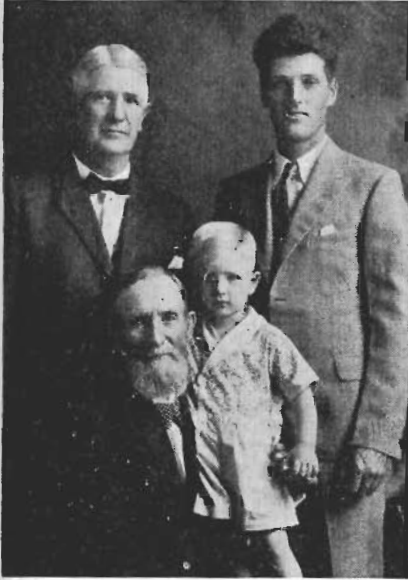
Soward has kept his section in wonderful condition, according to his supervisors, and deserves a great deal of credit since his is a dirt track section.

It was one of the last meetings on Frisco Lines attended by J. W. Morrill, retired accident prevention agent, and he addressed the meeting and stressed the fact that each foreman should give special attention to the accident prevention program.

At the close of the meeting the sectionmen were served a turkey dinner at the Flick Waffle House.

REAL FRISCO FAMILY

A Frisco family for four generations is the proud boast of the Edie family, and above are the members of the family who provide a basis for this claim. Seated is W. W. Edie, 79 years old, of Willow Springs, Mo., who was formerly an employe in the Frisco Lines track department, Burnham, Mo., and standing back of him



at left in the photograph is his son, E. M. Edie, 53 years old, freight and ticket agent at Rogersville, Mo. At right, standing, is P. M. Edie, New York, 30-year-old son of E. M. Edie, who served on Frisco Lines as baggage and express agent on the Current River line prior to the World War. The young man, whom W. W. Edie holds, is Master John M. Edie, 2-year-old son of P. M. Edie, who will perhaps work for the Frisco when he grows up as his father and forefathers have done before him and thus round out the claim of four Frisco generations.

The staff of the Frisco Employes' Magazine, including the reporters on the line and the linotype operators and compositors in the printing plant, and the editor and his assistants, join in wishing each reader of this publication a most merry and joyous Christmas.

A Further Decline in Employment

“THAT the number of railway employes declined to 1,485,906 in September, 1930, is disclosed by statistics recently issued by the Interstate Commerce Commission,” says the Railway Age. “This represented a decline of 30,000 between August and September, was the smallest number ever reported since monthly statistics have been kept, excepting at the beginning of the nationwide shop employes’ strike in July, 1922, and was only 18,000 more than in that month. It was 232,000 less than the number employed in September, 1921, the last previous year of severe business depression, and 262,000 less than the number in September, 1929.

“Compared with September, 1929, the reduction in the number of employes engaged in train service was 13 per cent, in maintenance of equipment, 15 per cent, and in maintenance of way, 23 per cent. The expenditures for both maintenance of equipment and maintenance of way in September were smaller than in the corresponding month of any year since 1917, when, of course, wages and price materials were much lower than they are now.

“In effect, the reduction in the num-

ber of employes this year has been larger than the figures indicate, because in many cases the number of days worked per employe has been reduced in order to provide employment for more persons than otherwise would be the case.

“One of the principal reasons why so many railways have resorted to such drastic retrenchments is that New York state has a law requiring that the net operating income of a railway must be at least one and one-half times as great as its fixed charges to make its bonds eligible as investments for savings banks, and railways all over the country are struggling to avoid the blow to their credit that would be dealt if their bonds were thrown out as savings bank investments in New York. Other states have similar laws.

“Present conditions in the railroad industry strikingly illustrate the menace to both the credit of the railways and the jobs of their employes that is presented by government policies which so restrict the net return of the railways in years of prosperity as to make it necessary to resort to the most drastic retrenchment in years of depression to enable many railways to earn even their fixed charges.”

KANSAS CITY WINS CUP

The Frisco Lines terminal employes, of Kansas City, through strict adherence to all rules of accident prevention, were signally honored by winning the safety cup presented by President J. M. Kurn for three successive periods, namely the last period in 1929, and the first two periods in 1930.

The splendid record of these employes came to the attention of H. P. Wright, Frisco director of Kansas City, and with Mr. Kurn's permission he had a gold star made and attached to the cup, bearing the following inscription:

“Presented to Kansas City Terminal by H. P. Wright, Frisco director, July, 1930, in appreciation of winning this cup three successive periods.”

Since the star has been added, the terminal employes doubled their efforts along accident prevention lines, but were robbed of the cup for the third period, by the Southern division which reported a total of .0250 casualties per 1,000 man hours, while the Kansas City Terminal reported .0261 casualties.

USE 45,654 TONS OF ICE

The cantaloupes which were served on breakfast tables in many Frisco homes during the past summer were kept in perfect condition on iced refrigerator cars. Cantaloupes, as well as all perishable material, which moves via Frisco Lines is given special attention and the cars iced at various points and 45,654 tons of ice were used in this service by Frisco Lines during the first nine months of 1930.

This figure is for the system in eight states and does not take in the Frisco's Texas lines. Of this entire amount, 66,290,000 pounds were used during the summer in icing cars and 25,019,188 for miscellaneous purposes.

Cars are iced at Monett, Springfield, Rogers, Fayetteville, Kansas City, St. Louis and Yale, and the largest ice plants are at Springfield, Monett and Yale.

According to R. E. Bagent, assistant supervisor of refrigeration at Springfield, it requires one minute to ice a car, and when there are from 20 to 40 cars in the train, enough men are put on to keep this average up.

The Kansas City ice docks are the newest on Frisco Lines.

MERITORIOUS SERVICE

SOUTHERN DIVISION

October 13—Geo. C. Harbour, yard clerk, Amory, caught error in weight of SF 52015 and made proper report. Five merits.

October 18—Dave Sartin, section foreman, Cedar Gap, discovered broken wheel on car in train 136 and reported it. Ten merits.

October 24—R. Johnson, conductor, Amory, found broken rail north of Byhalia and stopped train and notified section foreman and dispatcher. Ten merits.

October 28—G. W. Creagh, conductor, Memphis, discovered brake beam down on train 135. Ten merits.

October 5—W. W. Davis, agent, Byhalia, noticed brake beam down on No. 934 as it was passing his station and reported it to dispatcher. Five merits.

November 9—T. F. Bouler, agent, Mexia, Ala., noticed car set out because of broken brass and although it was Sunday and he was not on duty, he brassed this car, getting it ready to move in a short time, saving delay to train 931. Ten merits.

November 2—Robert Johnson, conductor, Amory, discovered broken rail and took proper action. Ten merits.

EASTERN DIVISION

October 26—Wm. Vaughn, fireman, discovered car in train No. 34 with broken arch and notified the crew. Fifteen merits.

NORTHERN DIVISION

October 20—C. F. Conrad, engineer, T. Bowman, fireman, and H. Thrasher, brakeman, discovered bridge fire and extinguished it, saving bridge from destruction. Ten merits each.

SOUTHWESTERN DIVISION

November 5—C. Beard, operator, Okmulgee, noticed brake beam dragging as train 532 was passing telegraph office and stopped train. Ten merits.

RIVER DIVISION

B. McCammon, conductor, discovered fire in car at Harvard, September 29 and switched it away from others and helped extinguish the blaze. Commended.

H. A. Rogers, conductor, discovered and reported broken rail September 17. Ten merits.

H. O. Proffer, agent, looked after company's business at Quilin, Mo., when agent there suddenly became sick. Five merits.

W. Boyce, engineer, discovered switch open on crossover Koontz, October 21. Fifteen merits.

They Loaded This One to Capacity!

THE car of cotton in the accompanying photograph was loaded directly from the gin platform at Frenchman's Bayou, Ark., recently and contains 78 bales of uncompressed cotton, which have a total weight of 42,005 pounds. This, according to J. H. Doggrell, superintendent of transportation, is a fine example of what is wanted on the system in the way of heavier loading of equipment and the complete utilization of cubic capacity.

The loading of this car, SL SF 145316, was reported by Lester E.



Speck, manager of J. M. Speck & Company, Merchants, Planters and Ginners of Frenchman's Bayou, and G. K. Patterson, agent

there, and they are confident that this is a record loading for a car of this size. At any rate, Mr. Speck says whenever this record is beaten, they are willing to try again.

The men in the photograph are G. K. Patterson, at left, and J. M. Speck. Agent Patterson praises Mr. Speck highly for his co-operation in loading cars to capacity. Their average for an ordinary box car there is about forty-five bales.

KANSAS CITY TERMINALS

October 17—W. Richardson, yard clerk, discovered a car moving as empty when it was under load. Five merits.

BIRMINGHAM TERMINALS

November 6—C. M. Heneger, switchman, found a broken rail at east end of roundhouse and protected it with red light and notified the yardmaster. Five merits.

YALE TERMINALS

J. O. Sigman, caught error, prevented a car from going to wrong destination and avoided 500 miles back haul on it. Five merits.

ACCIDENTS DECREASE

Total casualties on Frisco Lines decreased 37.2 per cent during October and 29.6 per cent during the first ten months of this year in comparison with the corresponding periods of 1929, according to a report on the subject issued November 7 by H. W. Hudgen, director of accident prevention, Springfield, Mo.

The reduction of casualties among employes was 39.7 per cent during October and 37.6 per cent during the first ten months, both in comparison with the corresponding periods last year. Among the different departments, the greatest October decrease was in maintenance of way—46. per cent—and the transportation department second with a 40.2 per cent decrease, in comparison with October, 1929. For the first ten months of this

Ill health forced Miss Ila Cook, Magazine reporter, employed in the office of trainmaster at Chaffee, Mo., to take an extended leave of absence in Colorado.

In looking over the records of reporters for the Magazine, it is noted that Ila has never failed to make her monthly contribution to the Magazine.

When the time for the November report came, the mail brought a six-page letter of family news which she had written in approved style from a hospital bed. The items she secured from a generous supply sent her from her friends, and the items were newsy and up to date.

Her interest in the Magazine is indeed an example of overcoming difficulties, and it is hoped that the report for January will be received from her at Chaffee, where she expects to return with much improved health.

year in comparison with 1929, the mechanical department showed a reduction of 49.3 per cent and the maintenance of way was second with a 48.9 per cent reduction.

Of the different classifications of non-employes the greatest decrease—57.5 per cent—was among passengers during October and licensees were second with a 26. per cent decrease both in comparison with the preceding October. For the first ten months of this year compared with that period of 1929, the rank of these two classifications was reversed with an 8.4 per cent decrease for licensees and a reduction of 5.4 per cent among passengers.

FRISCO HOST TO STUDENTS

Thirty-six 4-H Club Members
Awarded Trips to American
Royal

ONE phase of Frisco Lines' efforts to further progress of agriculture is awarding free transportation to the American Royal Live Stock Show each year for vocational agriculture students and 4-H Club members. Some thirty-six boys and girls from the states of Arkansas, Kansas, Missouri and Oklahoma attended the thirty-second annual American Royal Show which was held in Kansas City, November 15-22, as guests of the company.

This was the fifth annual National Congress of Vocational Agricultural High School Students, the eighth annual conference of 4-H Club Boys and Girls, and the third annual convention of the Future Farmers of America. A new event for the students—the first annual National Oratorical Contest for Vocational Agricultural High School Students—was inaugurated at this year's American Royal. The boys and girls who went to Kansas City as Frisco guests had first been subjected to preliminary examinations in local county shows and state fairs and only five individuals from any school or club were eligible to enter in competition at the American Royal, which allowed only the prize winners from the various communities to show the result of their season's work. In addition to the exhibits of calves, pigs and lambs by the boys and girls attending, there were also live stock judging contests, grain judging contests, meat demonstrations of various kinds and other activities all of an educational nature. Besides the special classes for the junior members, there were open classes in which they were allowed to compete against entries from more prominent herds and flocks and a number of young exhibitors carried off worthwhile prizes. Other activities provided for the young guests of the Frisco were inspection tours of Kansas City packing houses and other large industrial plants, automobile trips about the city, Sunday morning church services and luncheons and banquets.

Following are the vocational agriculture students who won Frisco trips to the American Royal: From Arkansas: Oren Ross, Marie; Chas. Beall, Wilson; Harmon Wilson, Keiser; and Fred Smith, Osceola. Kansas: Wilmer Smittle, Columbus; Delos Shore, Winfield; Franklin Dyke, Parsons, and Lewis Wollard, Gueda Springs. Missouri: Lee Price, Ruby Odell, Alva Bell and Clyde DeGaffenried, all of

A. H. Poage, Old-Time Agent, Visits Tulsa

AN old-time Frisco agent, A. H. Poage of Richmond, Calif., who was in the service of Frisco Lines from 1889 to 1893, visited in Tulsa recently in the home of his brother-in-law, J. M. Hall, and attended the International Petroleum Exposition and Congress, held at Tulsa October 4 to 11. This was his first visit since leaving thirty-eight years ago.

For the past 23 years he has been connected with the Standard Oil and Refining Company of Richmond, one of the largest companies there, employing three thousand men. Mr. Poage entered the service seven years after the Frisco was built from Tulsa to Vinita in 1882 and during his connection with the company, it was the only railroad serving Tulsa.

"In those days," he related, "the first stock yards were built about two blocks from the station and moving cattle was the road's major work. About 6,000 head of cattle were shipped from Tulsa yards each year to be turned loose on the Texas prairies to fatten and then shipped to the markets at Kansas City, St. Louis and Chicago. It was often the duty of an agent to walk two and a half miles to look after the loading of cattle."



A. H. POAGE

It was sometimes difficult for the road to furnish sufficient trains on short notice to handle the heavy cattle movements of that time and Mr. Poage recalled one instance in which two cattlemen ordered two trains for a certain day and there was only one train available. Upon arrival of this train at the stockyards, both claimed it, but after considerable argument,

one of them drew his "six-shooter" and shouted, "This is my train!"—waving for his cowboys to drive the cattle into the loading pens. Such was the method of settling arguments in that day.

Time and progress, however, have changed all that. Mr. Poage, on his recent visit, was unable to recognize a single Tulsa building as having stood when he lived there, and few of his acquaintances remain. Among the few are Mr. Hall, who came there to the Frisco in 1882, the others and the years in

which they came are: George Bullett, 1882; T. E. Smiley, 1884; H. C. Calhoun, 1885; H. C. Davis, 1886; Dave Shelton, 1887; George Mowbray, 1888; R. E. Lynch, 1887; Dr. S. G. Kennedy, 1891; C. B. Lynch, 1891, and William Lynch, 1891.

Stockton. Oklahoma: Floyd Balleu, Vernon Denton and Carl Fleming, all of Custer City, and Cloyce Oakley, Helena.

The following 4-H Club members were guests of Frisco Lines: Arkansas: Darrell Pridmore, Fayetteville. Kansas: George Neil, Fort Scott, and Jay Williams, Burden. Missouri: Gene Morris, Mount Vernon, and Vernon Hagler, Salem. Oklahoma: Benton Thomason, Helena; Ruby Edgar, Soper; Aaron Numley, Madill; Hulin Lane, Broken Bow; Carl Lair, Cloud Chief; Bernard Bowers, Drumright; Betty Mayfield, Grove; Troy Cannon,

Henryetta; Vera Brogden, Tishomingo; Jack Ledbetter, Okemah; Inez Crain, Clayton; Hazel Ashby, Wynnewood; Paul Heffner, Tahlequah; Lewis Dupree, Vinita, and Martha O'Conley, Utica.

A Connoisseur

"Mother, is father in the fruit business?"

"No, son. What put that idea into your head?"

"Well, when he took me for a walk the other day, he met Uncle Harry, and all they talked about was peaches, pippins and dates."

NEEDLES TO TURNTABLES

(Continued from Page 5)

ment and one could mention unique as well as more common articles of a surprising variety.

On the right of the store room is a platform on which is stored heavy repair parts for locomotives, such as wheels, cross heads, eccentrics, cylinder heads, grates, etc., which do not need to be under cover and which are exposed to the weather. A loading track runs between the building and the platform, which makes it convenient for the loading of this bulky material.

To the back of the platform mentioned above, is an acre and a half used for the storage of track materials, and a gasoline and torpedo shed.

The items of track material are also numerous and include picks, shovels, scythes, signal material, switch stands, woven and barb wire.

The barrel rack holds steel barrels of gasoline and paints, coal oil, long time burner oil and car oil. Approximately 21,500 gallons of gasoline are used monthly; 30,000 gallons of coal oil; 7,000 gallons of long time burner oil (used in signals which burn continuously), and 30,000 gallons of car oil.

The fuses, torpedos and matches are housed in a small shed on the platform, and an estimate shows that 250 gross of torpedos and 250 gross of fuses are used per month.

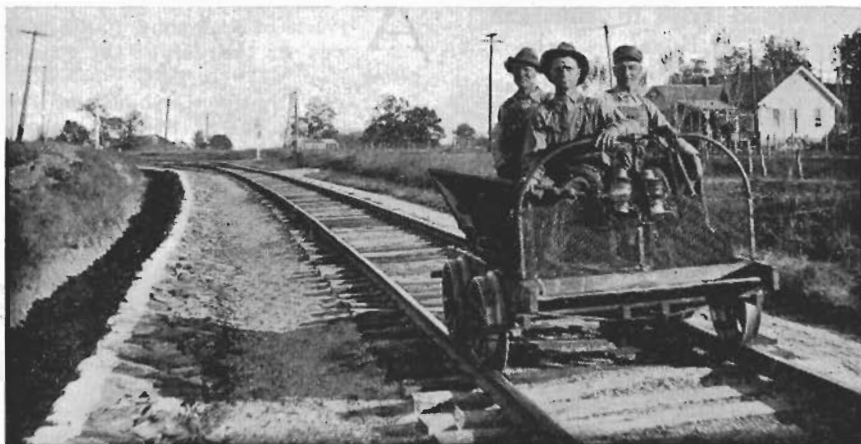
Waste, for packing, is another big item, with two car loads consumed monthly, and although the item of flags, used on engines may seem a small one, 2,000 of them are used each month.

It is difficult to realize, with the vast number of section men employed on the road, that a half a car load of scythes are used each year to cut the weeds on the right-of-way.

To the north of the store department is a lumber yard, which covers an area of four or five acres, from which lumber is furnished to the freight car and locomotive department. The passenger car lumber, or lumber used in repair of passenger cars, is stored at a yard at the West Shop.

Besides needles, turntables, locomotive wheels and whatnot, the store department carries a stock of groceries used on the wrecking crews and which are ordered, as is the balance of the material, on requisitions. Molasses, corn starch and baking soda are also used in quantities, not in foodstuffs, but in making cleaners for various purposes.

Only a brief outline of the various items which go to make this depart-

Excellent Track on the Central Division

THE fine stretch of track in the above photograph is atop a mountain near Lincoln, Ark., in the heart of the widely known fruit producing section. The men, to whom a

large share of credit for the fine road bed is due, appearing on the car are, right to left, J. M. Jett, foreman, and Allan Savage and Jesse Layne, laborers.

ment one of the most interesting of any on Frisco Lines, is included in the above story. The fact that these thousands of articles are handled with such speed and efficiency, and also with such accuracy, may only be laid to one fact, that there is in force at the store department, one of the greatest systems of handling both material and men that will be found in any organization.

Visitors from many other roads have gone through it, and have been enthusiastic over its cleanliness, its efficiency and the system by which it is operated.

IN THE FRISCO HOSPITAL

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

Reppert, J. C., Kansas City, Mo.
 Fox, John, Cuba, Mo.
 Scott, J. M., Monett, Mo.
 Eaker, W. F., Van Dusen, Mo.
 Hall, J. J., Kansas City, Mo.
 Bradley, Otto, St. Louis, Mo.
 Jochum, E. J., St. Louis, Mo.
 Squibbs, H., Monett, Mo.
 Abbott, A. S., Salem, Mo.
 Meador, W. M., Springfield, Mo.
 Saner, C. C., Sapulpa, Okla.
 Barnett, F. M., Newburg, Mo.
 Wietuechter, George, St. Louis, Mo.
 Birmingham, J. C., Portia, Ark.
 Speak, Joe, Springfield, Mo.
 Hulen, J., Van Buren, Mo.
 Rhodes, C. L., Springfield, Mo.

Benson, C. L., St. Louis Mo.
 Clay, H. L., St. Louis, Mo.
 Deaton, George, Willow Springs, Mo.
 Hickey, C. C., Kansas City, Mo.
 Hood, A. J., Clinton, Mo.
 Kelley, Ambrose, Monett, Mo.
 Kennedy, H. L., Yale, Tenn.
 Nettleton, Uley, Hoxie, Ark.
 Reaves, E. L., Ft. Smith, Ark.
 Trusty, T. E., Jonesboro, Ark.
 Watson, C. O., Springfield, Mo.
 Whitaker, Oral, Chaffee, Mo.
 DeBerry, L. M., St. Louis, Mo.
 Ferguson, Dr. J. P., Springfield Mo.
 Gallion, R. J., Carl Junction, Mo.
 Marberry, W. L., St. Louis, Mo.
 Whitsett, Murray, St. Louis, Mo.
 Davis, S. L., Guntown, Miss.
 Dean, Harry, Manchester, Mo.
 Fowler, J. B., Ft. Scott, Kan.
 Edlin, Joseph, Jones, Okla.
 Hatcher, R. B., Merriam, Kan.
 Williams, W. F., Enid, Okla.
 Ketcham, T. J., Sullivan, Mo.
 Campbell, Ernst, Blue Springs, Miss.
 Dillon, Miss Ada, Enid, Okla.
 Christie, H. T., Broseley, Mo.
 Burgess, W. E., Chaffee, Mo.
 Davis, W. M., Brownwood, Mo.
 Wooldridge, L. F., Springfield, Mo.
 Aiello, Joe, St. Louis, Mo.
 Clements, J. W., Memphis, Tenn.
 Du May, Henry, Chaffee, Mo.
 Smith, John, Sapulpa, Okla.
 Busby, George, Garvin, Okla.
 Durham, W. T., Grubbs, Ark.
 Schneider, F. D., Carthage, Mo.
 Wolfe, J. C., Newburg, Mo.

"Sometimes," remarked a long-suffering parent, "I think that college bred means a four-year loaf."

E. R. JOHNSON CITED

Wichita Switchman Saves Woman
and Child From Crossing
Accident

WHEN the heroes of 1930 are recorded, E. R. Johnson, 41-year-old Frisco switchman, of Wichita, Kan., will undoubtedly be given a conspicuous place on the list for his valorous action on August 7, last, when, at great risk to himself, he saved the lives of a woman and a boy. However, had it not been for an element of chance, his modesty would have prevented his heroic act from coming to light, for it was in the investigation of another matter that it was discovered by officials.

It happened that at about noon on the day mentioned that Johnson was riding a cut of forty freight cars out of the Frisco make-up yard in Wichita, standing atop the back car and using his back-up whistle frequently and loudly. As he neared Washington avenue, which is crossed at right-angles by the track, he noticed a woman and a small boy standing on the track watching a passing Santa Fe train and apparently oblivious to the approach of the cars on the track on which they stood. Johnson blew the whistle repeatedly, but was unable to attract their attention as the noise of the Santa Fe train drowned the sound. The car on which he stood was traveling at the rate of about 10 miles an hour and it was very evident that unless something was done quickly, the two persons on the track would be run over. In fact, there was only one thing that could save their lives and that was what Johnson did. He jumped from the car and pulled the woman and boy from the track just in time to prevent their being run over. Luckily, he received no injuries other than a bruised back and a slight jarring which were not of sufficient severity to keep him from work. He worked the remainder of the afternoon and the ensuing days as though nothing unusual had occurred, not even mentioning the happening until asked about it by officials sometime later. He has been highly commended by operating department officials.

Mother (indolently): "Willie, you've been a naughty boy. Go to the vibrator and give yourself a good shaking."



E. R. JOHNSON

Letters of Praise from Frisco Friends

From Mr. W. R. Thompson, president of the Ozark Hardwood Lumber Company, to O. W. Bruton, superintendent of terminals, Springfield, Mo.

"We feel that a letter is due you in appreciation of the service which you have rendered our company and we can assure you this service which you have rendered us has made it possible to take care of our customers in a manner that has proven very satisfactory.

"Conditions as we find them are: the customer allows his stock to run out entirely, then wires us to get a car in transit and he wants it delivered the next day and the service which you have given us has gone a long way toward helping satisfy our trade.

"Through the efforts of Mr. McCain in the matter of our rates, we have been able to give you considerable business to Michigan and Canadian points which you otherwise did not enjoy. The fact that Mr. McCain has given our matters his personal attention, we have been able to favor you with practically all of our Pacific coast business.

"We surely appreciate someone telling us when we have rendered them good service; therefore, we are taking this opportunity to tell you of our appreciation of the service which you have been able to give us."

From Mr. W. Kenneth Noble, Noble Machine Company, Fort Wayne, Ind., to G. M. Forrester, general agent, Springfield, Mo.

"We are just in receipt of your wire stating that delivery of the Konz printer was effected November 5.

"We very much appreciate the service you have rendered us in regard to this shipment and we will not forget you in routing your future shipments."

From Mr. Ray Penge, owner of the Consumers Coal and Oil Company, Enid, Okla., to J. W. Maring, agent, Enid.

"I want to thank you for the splendid service and co-operation just rendered us in connection with the handling of ten cars of coal that moved over your railroad to us here in Enid. Can assure you that we appreciate the good service given us."

From Mr. A. B. Davis, manager of the Lubbock (Texas) Chamber of Commerce, to Mr. H. G. Snyder, traffic manager, Frisco Lines, Oklahoma City.

"On behalf of President Overholser

of the Oklahoma City Chamber of Commerce, Mr. C. E. Maedgen, vice-president of this organization, and myself, I want to express our deep and sincere appreciation for the courtesies extended us on our trip from Oklahoma City to St. Louis on March 5th.

"Your steward, Billy Herzog, certainly took care of us in fine shape and we had the pleasure of eating with him as we came out of St. Louis on the Texas Special on Friday evening, March 7."

From Mrs. G. H. Elmore, Birmingham, Ala., to D. F. McDonough, traffic manager, Frisco Lines, Birmingham, Ala.

"I want to commend your railroad for its painstaking efforts in the return of a lorgnette left by me on the Frisco, between Memphis and Birmingham, on January 19, 1930.

"It was more than a month before I went to the office to inquire about the lorgnette, but it was promptly returned to me."

From Mr. Harry B. Rutledge, Norman, Okla., secretary, Oklahoma Press Association, to L. W. Price, general agent, Frisco Lines, Oklahoma City, Okla.

"Allow me to express the appreciation of the Oklahoma Press Association for the courtesy shown us by your railroad during the recent trip to Woodward of the Association on its Silver Jubilee Convention. Your officials were very fine and extended every courtesy.

"Trusting that the trip may be of value to you as well as to the Oklahoma Press Association, I again thank you."

A Horizontal Hailstorm

"Laws, Mose," gasped Sam as they ran up the country lane with some chickens tucked under their arms, "why do you s'pose dem flies follow us so closely?"

"Save yoah breff and keep gallopin'," said Mose, "dem ain't flies. Dem's buckshot!"

A Pleasant Refund

Smith: "That pretty girl over there mistook me for her brother once and gave me a kiss."

Jones: "What did you do?"

Smith: "As the kiss was not for me, I returned it."

PATTON WINS TITLE

Frisco Engine Foreman Is New Oklahoma Speed Boat Champ

DOWN in Oklahoma, Jake Patton, Frisco engine foreman in charge of switching in the refinery yards of the Mid-Continent Petroleum Company at Tulsa, has been crowned outboard motorboat racing champion as a result of his skillfully piloting the Mid-Continent's speedy little entry, "Miss Diamond," to



PATTON IN ACTION

victory in a thrilling series of races on Spavinaw Lake, early in September.

Patton is the undisputed king of Class B racing drivers and his spectacular rise to this pinnacle position was accomplished in the short time of one racing season. He upset the dope in every race he entered during the competition in preliminaries to the state championship events and before the end of the season it was freely predicted that the Mid-Continent's boat would set the pace for other competitors, and order of one, two, three finish in the Class B event "Smiling Jake" led the others as follows: "The Diamond," driven by Patton, first and champion with 1,400 points. "Miss Deep Rock," driven by Alfred Hall, Ponca City, a former champion, second, and C. H. Challacombe, of Okemah, third.

Patton's record is one of unusual prowess in overcoming more experienced racers and adverse driving conditions. His array of loving cups and other trophies won in succession at Oklahoma City, at Spavinaw on July 4 and at Okmulgee two weeks later and his final victory in the championship heats attest to the fact of his all-around racing ability.

The first Class B heat, held on Monday of the two-day racing program that comprised the championship meet, provided more upsets than are

Arkansas' Bid For "Largest Melon" Title



At various times during the past summer and fall, newspapers in different sections of the country have carried reports of "the world's largest watermelon" being raised in their respective localities with the most of these record-breakers weighing in the neighborhood of one hundred fifty pounds, but the one in the above photograph, which was contributed to the Magazine by W. W. Hughes, Frisco engineer of Hope, Ark., eclipses them all by reaching the one hundred sixty-four and three-quarter pound mark and surely must be that much talked of "world's largest melon." It was raised by Oscar Middlebrook, a farmer living near Hope. The young gentleman standing with his hand on the melon is W. W. Hughes, Jr., sixteen-month-old son of Engineer Hughes.

ordinarily seen during an entire regatta. Of the four boats starting, only one, George Coleman's entry, finished. Patton, Alfred Hall and Clarence Challacombe all overturned at the northeast buoy.

Patton, however, dried his motor and returned to take the second and third heats. He was beaten out of first place during the day by Coleman, but piled up a sufficient number of points to take the championship handily.

The Bright Pupil

Teacher: William, what is the highest form of animal life?
William: The giraffe.

Song of the Joy Rider

The heathen has his idols,
The Hottentot his queen;
But give to us the guy who put
The gas in gasoline.

FRISCO LOSES, 15 to 9

The Frisco's Sunnyland Club Baseball team of Kansas City journeyed to Springfield on September 28 and met the Queen City Dairymen in the White City park there, to lose a hard fought struggle by a score of 15 to 9. The score, however, is not indicative of the stellar opposition which the Kansas City aggregation gave the Springfield team, for the visitors tied the dairymen in the number of hits, each team getting 13. Bad breaks and errors were largely responsible for the Frisco team's defeat.

The Kansas City employes were welcomed to Springfield by the Frisco employes there, who arranged for the visitors to be entertained during the morning, giving them choice of a two-hour automobile trip over the city or access to a golf course. The game, which began early in the afternoon, brought out a good-sized crowd with a heavy representation of Frisco people.

GARDEN PRIZE PRESENTED

System Award Given Geo. Morris at Monett Meeting October 29

THE presentation of the award for the most outstanding and beautiful flower garden in the 1930 system-wide garden contest to George Morris at Monett, Mo., on October 29, occasioned one of the largest and most successful meetings of the Frisco Employees' Club that has been held there in recent months. Approximately 100, including a sizable representation of officials, were in attendance.



R. G. Kaufman, president of the club, presided over the meeting which was opened in the city hall at 7:30 p. m., and the award of the prize—a large loving cup and \$20 in gold—was made by Don B. Fellows, Frisco florist, who commended Morris on his fine showing and told the meeting of the beautification program's splendid growth over the system. Ellis Nunnelly was also commended and received \$5 in gold for his assistance in watering the plants and flowers in the station garden during his night tour of duty. Following the presentation J. E. Hutchison, vice president in charge of operation, spoke. The program of entertainment at this meeting was featured by old fashioned music from a quartet of which Morris is a member.

Prior to the award of the prizes, the club elected officers for the ensuing year. C. J. Kunz, recently appointed agent at Monett, was chosen for the presidency and L. A. Manley was elected vice president. Mrs. Pearl E. Lewis was elected secretary. Besides Mr. Hutchison, the following officials were in attendance: C. J. Stephenson, assistant general manager; J. L. McCormack, superintendent of freight loss and damage claims; H. W. Hudgen, director of accident prevention; W. L. Huggins, Jr., director of publicity; J. A. Moran, superintendent; D. E. Gelwix, division engineer; G. H. Jry, assistant superintendent, and J. S. Wood, water service engineer.

No Rest for the Wicked

Disappointed Convict—(back on the rock pile after several years)—“T’ain’t altered a bit, ’as it? I thought after all these years they’d have introduced some labor-saving devices.”

FRISCO ON THE AIR

“The Honeymooners,” a half hours’ radio skit, sponsored by the St. Louis-San Francisco Railway Company, went on the air over station WDAF at Kansas City at 8:00 p. m. Wednesday, November 5. The broadcast will be a regular weekly feature over this station during the winter months, and “The Honeymooners,” Daisy and Bill, will be heard between 8:00 and 8:30 each Wednesday evening. The feature is a part of the Frisco’s advertising program for winter travel to Florida.

AGENCY CHANGES

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

Albert G. Dupree, Avard, Okla., October 28. Luther S. Melton, Arkinda, Ark., October 8. William F. Brentlinger, Beggs, Okla., October 6. Edward G. Kilpatrick, Fairland, Okla., October 11. Ollie L. Harrell, Franks, Mo., October 27. Otis E. Hayes, Millerton, Okla., October 16. Samuel J. Huntsinger, Quilin, Mo., October 21. Edward Schlicht, Schuller, Okla., October 13.

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

Addison C. McQuigg, Afton, Okla., October 22. Cleo G. Hartness, Bennington, Okla., October 21. Giles H. Jones, Hickory Flat, Miss., October 13. Ollie L. Robinette, Huxford, Ala., October 14. Cecil L. Raymond, Quilin, Mo., October 4. Clarence E. Rawls, Schuller, Okla., October 10. Robert L. Prince, Wheatland, Okla., October 27.

Effective October 9, Aylesworth, Okla., opened as a ticket only agency. Joseph L. Harper was installed ticket agent.

Change of agents made at Lebanon, Mo., October 6. Joseph F. Lick was installed temporary agent.

Edward T. Connor was installed permanent city ticket agent at Oklahoma City, October 21.

Change of agents made at Snyder, Okla., October 26. Horace E. Rust was installed permanent agent. No audit of accounts was made, as cashier handled this. Orvan G. Autry had been acting agent since September 7.

Emor D. Chaudet was made acting agent at Springfield depot ticket office, vice C. E. Clark, August 26.

SOUTHERN DIV. WINS CUP

Two factors lent exceptional interest to the award of the Accident Prevention Merit Cups for the third quarter of this year. Central division made the best record ever achieved in the mechanical department in the ratio of casualties per 1,000 man-hours to win the mechanical department cup, and the Southern division nosed out seven very close ranking divisions and terminals to take the transportation cup. Both cups are back to the points where they were originally placed in the field by President J. M. Kurn on January 1, 1927.

The Central division mechanical department held its casualties down to .0070 per 1,000 man-hours during the third quarter which compares quite favorably with .0276 and .0206 during the second and first quarters respectively when this division ranked third. West shops, Springfield, was second during the third quarter, with .0317 casualties per 1,000 man-hours, and Northern division was third, with .0414.

Southern division transportation department had .0250 casualties per 1,000 man-hours during the third quarter which is a somewhat less impressive record than it had in the second quarter when it was in third place with .0204. During the first quarter there were .0345 casualties per 1,000 man-hours there and this division ranked tenth. The Springfield terminal was second during the third quarter with .0259 casualties per 1,000 man-hours, Kansas City third with .0261, Memphis fourth with .0266, Birmingham fifth with .0290, Northern division sixth, with .0295 and River division seventh with .0303.

WATCH HAND TOOLS

More casualties were suffered by Frisco employes in the use of hand tools during the month of October than from any other source, according to a report on the subject, issued October 17, by H. W. Hudgen, director of accident prevention, Springfield, Mo. Of a total of 191 casualties on the system during that month, 36, or 18.8 per cent, occurred in the use of hand tools. Four of these were in the transportation department, 11 in the maintenance of way, and 21 in the mechanical department.

The report includes a detailed list of the circumstances in which the injuries occurred, chief among which are the following: Wrenches slipping off nuts. Hit by sledge in co-worker's hatchet. Fingers cut with knife. Using cant hooks—hooks slipping. Misplaced tools, falling, flying, etc.

EXPLAINS RAIL TROUBLES

(Continued from Page 4)

ways are built entirely by gasoline taxes and auto license tags, but consider: The Federal government appropriated \$125,000,000 Federal road aid this year. From what source other than taxes does this come? It comes from the taxpayers and the railroads are pretty prominent taxpayers. And the Missouri highways were built by bond issues of \$60,000,000 and \$75,000,000 to be retired by gasoline tax. But suppose something happened to the gasoline tax. Did you ever stop to think that it is your property and mine that will have to pay? We cannot escape it.

"Then again, the Frisco has spent about \$3,000,000 for grade separations in the state and about \$160,000 for special devices—bells, wigwag signals, crossing gates, etc.—to protect highway crossings. We now pay \$250,000 a year for the maintenance of these devices and the wages of crossing watchmen and this amount is constantly increasing. It seems to me that this is really a direct tax on the railroad for the highway.

"In conclusion, permit me to make another reference to the Mississippi Warrior Service. You will recall that a short while ago we had a disastrous flood in the lower Mississippi, bringing a great deal of suffering to the people of that section. Our present president, Herbert Hoover, was sent to take charge of the situation and his first recommendation was that the railroads reduce their rate 50 per cent on feed and other commodities and that seed, food and clothing be transported free. Neither Mr. Hoover nor anyone else said anything about the Mississippi Warrior Service taking part and it could have as well as not. The railroads assumed the obligation.

"Now when the drought reached disastrous proportions this year, the railroads were again asked to reduce their rates and in the same whole-hearted manner, they responded. But there was no appeal made to the Mississippi Warrior Service and no relief service was performed by it. I am glad indeed that the railways are able and willing to perform that kind of service and I hope they maintain that attitude. But I want to say to you that I think it is manifestly unfair for the government to continuously place loads of that kind on them and at the same time appropriate hundreds of millions of dollars of the people's money to transportation in competition with the rail lines, depriving them of necessary revenue.

Frisco Girls Ride Bicycles in Bermuda



IF you want to get around in Bermuda, you must ride a bicycle. At least that is the most popular means of transportation which the four girls, pictured in the accompanying photograph, found on a vacation trip there in October.

The two in the center, Miss Margaret Droste and Miss Elsie Recks, are employed in the machine bureau of the auditor of revenue in the Frisco offices at St. Louis and the girl to the extreme left is Miss Droste's sister, Miss Minnie Droste, and to the extreme right, Miss Clementine Stahlsmith. All four are from St. Louis.

They sailed from New York on the Vendam on October 22 and returned October 30, after four days in Bermuda. The trip on the ocean was of two days duration which the girls thoroughly enjoyed, due to the delightful cuisine, with beef tea served in the morning and tea and toast at 4:00 in the afternoon.

There are no automobiles on the island, and the sights are seen via bicycles and cabs. One of the interesting ways of carrying babies was noted by the girls. The mothers ride bicycles and the babies are placed in wicker baskets on the handle bars where they seem to ride in perfect comfort.

Short sightseeing trips were made from the hotel, which included a trip to Gibbs' lighthouse, where the girls climbed 185 winding steps for a view; another day a trip was made to St. Georges Island. The homes, delightfully quaint, are all constructed of white coral.

Returning, the party of four visited Washington, D. C., and Philadelphia, and reached home within the prescribed two weeks with memories of one of the most pleasant vacations which they have ever spent. They plan to visit Cuba when vacation time comes again next year.

"Just this thought regarding salaries: Mississippi Warrior Service employes average just a little over \$900 a year and the average pay of all railroad employes is a little over \$1,700 a year. I think you will all remember that and along with it, that the employe of the Warrior Service works twelve hours a day and some of them a good deal more."

Rules For Players

Swat a little fly and gain a little health;
Trim a little lamb and grab a little wealth;
Run a little bluff and snatch a little fame—
In these three you'll have the cards
To win life's little game.



The Way of a Scot

A Scot was engaged in an argument with a conductor as to whether the fare was five cents or ten cents. Finally the disgusted conductor picked up the Scotsman's suitcase and tossed it off the train, just as they passed over a bridge. It landed with a splash.

"Mon," screamed Sandy, "isn't it enough to try to overcharge me, but now you try to drown my little boy?"

CORRECT!

"Why are those trees bending over so far?"

"You'd be bending over, too, if you were as full of green apples as those trees are!"

NOT FAVORING IT

"Say Dad, that apple I just ate had a worm in it, and I ate that too."

"Here, quick, drink this water and wash it down."

"Naw, let 'im walk down."

Home Talent Decorations

"What a cozy little breakfast room—and the wall is so artistically splatter-dashed."

"Yes, this is where George eats his grapefruit."

NO!

"Do your daughters live at home?"

"Oh, my, no. They're not married yet."

UNCERTAIN

A man went to have his photograph taken.

"Mounted or unmounted?" asked the photographer.

"Well, I'll have it taken mounted, but I don't know what my wife will say—she's never seen me on a horse before."

Wrong Again

Chief Special Agent: "That man will never make a railroad detective or any other kind of a detective."

Agent: "Why?"

Chief Special Agent: "There was a fifty-pound box of soap stolen from a railroad car, and he arrested a tramp!"

IS THAT RIGHT?

A farmer was hauling a load of fertilizer past an insane asylum. One of the inmates was standing talking with another near the fence. As the farmer went by with his load, one of them yelled at him: "What have you got there?"

"Fertilizer," answered the farmer.

"What are you going to do with it?"

"Take it to the farm and put it on my strawberries," the farmer replied.

One inmate turned to the other and said, "Can you imagine that. He's going to put that on his strawberries and we put sugar and cream on ours and they put us in here!"

Finis

Here's to the memory of Johnny McGuire,

Who ran through the streets with his trousers on fire;

He went to the doctor and fainted with fright,

When the doctor told him his end was in sight!

OH, MY!

"And why is Ben wearing the big plaid vest?"

"Haven't you heard? The doctor told him to keep a check on his stomach."

INDEFINITE

"Is there any alcohol in cider?"

"Inside whom?"

A Nightmare

"Oh dear, oh dear. I dreamt that you had died."

"Don't cry, why let a bad dream upset you so? I'm still with you."

"Yes, I know, darling, but I was just about to cash your insurance check when the alarm woke me and spoiled it all."

PRETTY PRECIOUS

"You must not say gallstones are more precious than diamonds, Johnny."

"Well, mother had two and they cost my daddy \$600.00."

A Wild Refrain

"Do you know the motive in that Russian composition they are playing?"

"By the sound, I should judge it to be revenge!"

HE WOULD

A man's car struck the rear of a car driven by a woman.

"Didn't you see me stick out my hand?" the woman asked.

"No, miss, I didn't," he replied.

"Well, if it'd been my leg, you'd have seen it," she replied, and drove away.

A GOOD GUESS

A woman in a railroad station, holding two babies in her arms was frantically trying to get to her purse to purchase a ticket. A red cap stepped up and offered to take one of the babies.

"Are these babies twins?" he asked.

"Yes," she replied. "They were born on election day and we named one Smith and the other Hoover."

Having secured her ticket, she relieved him of the baby.

"Well, I guess I was holding the one named Smith," he said, as he walked away.

Bossy's Bicycle

Roadside notice posted in New Hampshire:

"By order of the selectmen, cows grazing by the roadside or riding bicycles on the sidewalk is hereby forbidden."

A COMMANDING FIGURE

"Who's that impressive-looking woman over yonder?"

"That's Mrs. Peckum. She's a remarkable woman, and they say she commands a very large salary."

"How does she earn it?"

"She doesn't earn it. Her husband earns it, and she commands it."

Who remembers when the boot-blacks used to put a clamp on ladies' skirts?

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent, St. Louis

THE system's unit fuel consumption for the month of October decreased in freight service from 163 pounds per 1,000 gross ton miles last year to 154 pounds this year, which represents a saving of about 5.50 per cent per 1,000 gross ton miles.

Several of the divisions had very substantial decreases in their performance which aided greatly in making this showing.

The Southern division did exceptionally well, likewise the Texas Lines and Northern division had a very good performance. The Southwestern division occupies first place in the order of standing among the divisions in amount of fuel consumed per 1,000 gross ton miles. The Southern division, which was in sixth place in October, 1929, advanced to second place in October this year.

In passenger service the performance per car mile decreased from 14.9 pounds, October last year, to 14.8 this year, which represents a saving of .67 per cent per car mile.

In switch service the pounds per switch locomotive mile for the system was 141 pounds, as compared to 140 pounds in October, 1929, or an increase of .71 per cent; however, several divisions had decreases in their performance. The Southern division, particularly, with a performance of 124 pounds, compared to 132 pounds last year. The Western division consumed 133 pounds, as compared to 137 pounds last year. The Central division consumed 103 pounds, compared to 106 pounds last year.

Among the various subdivisions, quite a number made an excellent showing in their performance. The Memphis sub made the same performance in October this year as in the month of September, that is—78 pounds per 1,000 gross ton miles. This is the lowest consumption on record for the month of October and is a decrease of 36 pounds, compared to October last year. The Birmingham sub had a decrease of 34 pounds, compared to last year, which is a remarkably good showing for an especially hilly section. Carthage sub decreased 28 pounds, Ash Grove and Tupelo subs each decreased 27 pounds. Pensacola sub came through with a 26-pound decrease. Kansas City and Willow Springs shared honors with a 24-pound decrease. Muskogee sub advanced from group 7 in

the relative order of standing, to group 5, with a 19-pound decrease, and the Arthur sub moved from group 4 to group 2 with a 17-pound decrease.

In addition to those mentioned, many others had smaller decreases, but these were the outstanding subdivisions.

Following are some of the best performances observed from recent operations:

EASTERN DIVISION

Rolla Sub: Engineer C. FULTON, fireman C. DAVIS, engine No. 47, train No. 31, Lindenwood to Stanton, October 14, handled 118,617 gross ton miles, burned 13 tons coal, performance 168 pounds per 1,000 gross ton miles.

CENTRAL DIVISION

Arthur Sub: Engineer SKELTON, fireman EDDY, engine 713, train extra south, Ft. Smith to Talihina, October 20, handled 69,049 gross ton miles, burned 3½ tons coal, performance 101 pounds per 1,000 gross ton miles.

Engineer LIDDELL, fireman STUMP, engine 1400, train 734, Talihina to Poteau, October 20, handled 47,146 gross ton miles, burned 2½ tons coal, performance 106 pounds per 1,000 gross ton miles.

Ft. Smith Sub: Engineer BRYSON, fireman SPARKS, engine 1338, train 734, Ft. Smith to Chester, October 27, handled 42,016 gross ton miles, burned 3½ tons coal, performance 168 per 1,000 gross ton miles.

Engineer HOGAN, fireman ANDERSON, engine 4009, train second 734, Ft. Smith to Fayette Junction, October 30, handled 107,338 gross ton miles, burned 9 tons coal, performance 166 pounds per 1,000 gross ton miles.

WESTERN DIVISION

Perry Sub: Engineer BOONE, fireman YOUNGMAN, engine 1013, train 610, Enid to Tulsa, November 2, handled 625 passenger car miles, burned 600 gallons oil, performance .95 gallon per passenger car mile.

Engineer EARLEY, fireman H. WILSON, engine 1320, train extra west, Tulsa to Pawnee, November 4, handled 84,420 gross ton miles, burned 718 gallons oil, performance 7.4 gallons per 1,000 gross ton miles.

Engineer C. M. HAWLEY, fireman COMPTON, engine 1324, train 634,

Enid to West Tulsa, November 5, handled 223,200 gross ton miles, burned 1,696 gallons oil, performance 7.6 gallons per 1,000 gross ton miles.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer J. F. TRONE, fireman R. B. ROY, engine 4152, train first 434, West Tulsa to Afton, October 8, handled 261,800 gross ton miles, burned 1,612 gallons oil, performance 6.1 gallons per 1,000 gross ton miles.

Engineer J. WOOLSEY, fireman H. MUSICK, engine 4147, train 438, Tulsa to Afton, October 2, handled 260,520 gross ton miles, burned 1,618 gallons oil, performance 6.1 gallons per 1,000 gross ton miles.

Engineer W. H. DODD, fireman J. MILLER, engine 4109, train 435, Afton to West Tulsa, October 3, handled 165,906 gross ton miles, burned 1,109 gallons oil, performance 6.6 gallons per 1,000 gross ton miles.

NORTHERN DIVISION

Kansas City Sub: Engineer LARSON, fireman LACKEY, engine 4206, train 164, Ft. Scott to Kansas City, October 2, handled 493,209 gross ton miles, burned 15½ tons coal, performance 62 pounds per 1,000 gross ton miles.

Engineer S. BATTON, fireman T. MULLANE, engine 1059, train 107, Kansas City to Ft. Scott, October 2, handled 1,100 passenger car miles, burned 723 gallons oil, performance .65 gallons per passenger car mile.

Engineer R. McCRUM, fireman C. DOAN, engine 4218, train 162, Ft. Scott to Paola, October 1, handled 262,776 gross ton miles, burned 9 tons of coal, performance 68 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Tupelo Sub: Engineer H. L. WILSON, fireman H. SWAN, engine 4217, train 934, Amory to Yale, November 6, handled 326,460 gross ton miles, burned 15 tons coal, performance 92 pounds per 1,000 gross ton miles.

Engineer McCULLOUGH, fireman J. CRAWFORD, engine 4203, train 138, Amory to Yale, October 8, handled 335,116 gross ton miles, burned 13 tons coal, performance 77 pounds per 1,000 gross ton miles.

Engineer JACKSON, fireman SPENCER, engine 1521, train 108, Amory

to Memphis, November 3, handled 1,792 passenger car miles, burned 1,409 gallons oil, performance .78 gallon per passenger car mile.

Memphis Sub: Engineer McELVEY, fireman SIMERS, engine 4206, extra south, Thayer to Yale, November 2, handled 930,168 gross ton miles, burned 22 tons coal, performance 47 pounds per 1,000 gross ton miles.

Engineer DUKE, fireman DENTON, engine 4207, train 131, Thayer to Yale, November 8, handled 472,000 gross ton miles, burned 12 tons coal, performance 50 pounds per 1,000 gross ton miles.

Birmingham Sub: Engineer J. JENNINGS, fireman KELLEY, engine 4208, train extra north, Carbon Hill to Amory, November 12, handled 179,520 gross ton miles, burned 7 tons coal, performance 77 pounds per 1,000 gross ton miles.

Engineer W. CONNELL, fireman L. JOHNSON, engine 4214, train 934, Carbon Hill to Amory, November 10, handled 180,224 gross ton miles, burned 8 tons coal, performance 88 pounds per 1,000 gross ton miles.

Engineer G. BOWERS, fireman KELLEY, engine 4217, train 136, Carbon Hill to Amory, November 10, handled 147,840 gross ton miles, burned 7 tons coal, performance 93 pounds per 1,000 gross ton miles.

TEXAS LINES

Ft. Worth & R. G. Sub: Engineer A. N. WALKER, fireman R. CRISWELL, engine 706, train extra north, Brownwood to Ft. Worth, October 15, handled 44,912 gross ton miles, burned 843 gallons oil, performance 10.6 gallons per 1,000 gross ton miles.

Engineer S. COLEMAN, fireman D. B. MASON, engine 748, train 42, local, Stephenville to Ft. Worth, October 22, handled 59,422 gross ton miles, burned 625 gallons oil, performance 10.6 gallons per 1,000 gross ton miles.

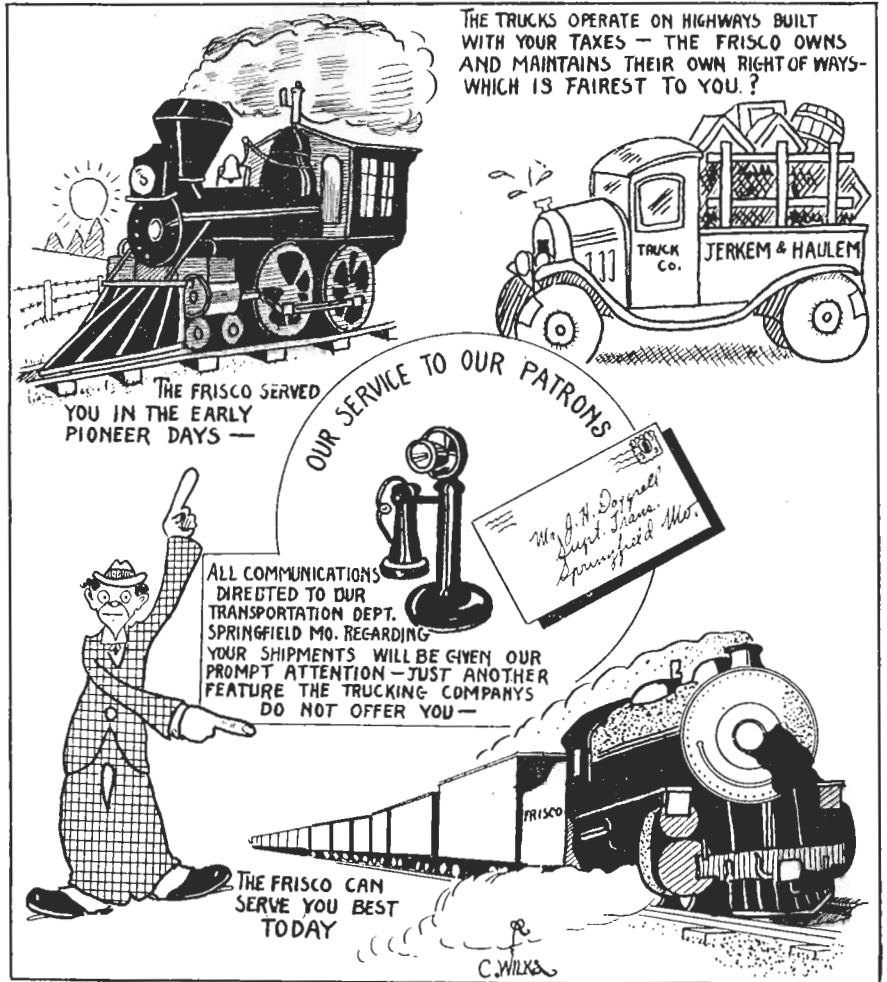
S. F. & T. Sub: Engineer G. O. WYATT, fireman HARRY GEST, engine 1240, train 35, Sherman to Ft. Worth, October 20, handled 116,656 gross ton miles, burned 1,003 gallons oil, performance 8.7 gallons per 1,000 gross ton miles.

Engineer McCLAIN, fireman E. K. TOOMBS, engine 1261, train 35, Sherman to Ft. Worth, October 18, handled 160,774 gross ton miles, burned 1,013 gallons oil, performance 8.1 gallons per 1,000 gross ton miles.

Strictly Sedate

"Is my wife forward?" asked the passenger on the limited.

"She wasn't so to me, sir," replied the polite conductor.



**SHOW FRISCO PREFERENCE
Football Teams Use Our Railroad,
Records Show**

FOOTBALL teams from a number of leading universities and colleges of the country have shown a preference for Frisco service and have used it whenever their games were scheduled in a section the Frisco traverses.

Among the important movements of teams up to the early part of November in the season just closed were the University of Arkansas team and fans from Fayetteville to Shreveport on October 30, to play Louisiana University. This game was won by Louisiana, 27 to 12. George Washington University used Frisco Lines from St. Louis to Tulsa October 31, when they came from Washington, D. C. Tulsa defeated this aggregation from the East. Indiana University used Frisco Lines to St. Louis from Dallas on October 25, after taking a 27 to 0 defeat at the hands of Southern Methodist University. On October 23, Arkansas University made another trip over the Frisco when they

went to Little Rock for a game with Texas A. and M. College, in which they trounced the Texas Aggies by a score of 13 to 0. Haskell Institute, national Indian school at Lawrence, Kan., sent its team over the Frisco to Cape Girardeau, October 17, where they played Southeast Missouri State Teachers' College and lost 12 to 6. Rice Institute used Frisco Lines in going to Fayetteville, October 17, where they played Arkansas University and lost 7 to 6. Arkansas University made its third trip over our line when it went to Fort Worth for a game with Texas Christian University, October 10. The Texas school defeated them 40 to 0. Southern Methodist University used the Texas Special in going to South Bend, Ind., October 1, where they played Notre Dame, losing by a score of 20 to 14, and Baylor University also used the Texas Special in going from Waco, Texas, October 1, to Lafayette, Ind., where they lost to Purdue 20 to 7. St. Louis University went to Oklahoma City, October 2, to play Oklahoma City University and lost 20 to 0.



The Pension Roll

WILLIAM HENRY ADAMS, locomotive engineer, River division, was retired September 30, having reached the age limit. He was born September 13, 1860, in Mullingar County, Westmead, Ireland, and was educated in Linn County, Kan. He entered the employ of the old Memphis railroad at Thayer in July, 1886, his first job being that of coal shoveler and engine wiper. He



W. H. ADAMS

worked in that capacity at Thayer until early in 1890, when he became a fireman, and in the fall of 1897, he was sent to Jonesboro, Ark., to run a switch engine. Later he ran a B. & S. W. engine on the Southern division until February 16, 1902, and on June 2, 1902, he went to Caruthersville and worked as an engineer. He married Miss Lucretia Day at Garnett, Kan., on January 27, 1882, and to them were born five children, all of whom are now living except one son. Mr. Adams resides at Chaffee, Mo. Continuous service of 28 years and 3 months entitles him to a pension allowance of \$73.70 a month, effective from October 1, 1930.

GEORGE EVERETT DILLARD, road foreman of equipment, Springfield, Mo., was retired September 30, having reached the age limit. He was born in Greene County, Mo., September 12, 1860, and was educated there. He entered the service of Frisco Lines in November, 1881, as a locomotive fireman at Springfield and later was promoted to engineer. He became traveling engineer on the Southern division in May, 1910, holding this position until 1918, when he again ran an engine, serving in that capacity until 1922 at which time he was promoted to road foreman of equipment and remained in that position until retirement. He married Miss Sarah Geraldine McGinty of Green County on November 29, 1883, and to them were born three children all of whom are living. Mr. and Mrs. Dillard live at 957 Benton avenue, Springfield. Continuous serv-

Nine Frisco Lines veteran employes, with combined service of 327 years and 3 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held October 17, 1930, at the St. Louis general office.

ice of 48 years and 9 months entitles him to a pension allowance of \$150.00 a month, effective from October 1.

JOHN EDWARD WOODWARD, B. & B. foreman, Southwestern division, was retired September 30, having reached the age limit. He was born in Greene County, Mo., September 30, 1860, and was educated in the rural schools there. He entered the employ of Frisco Lines as a B. & B. carpenter at Fort Scott in 1882, working on the old Memphis Line, and was promoted to assistant



J. E. WOODWARD

B. & B. foreman on the Eastern division in September, 1904. In April, 1905, he was sent to the Northern division as an assistant B. & B. foreman, with headquarters at Fort Scott and on June 26, 1906, he went to Sapulpa, Okla., as B. & B. foreman on the Southwestern division and remained there in that capacity until retirement. He married Miss Deliah Knotts at Golden City, Mo., November 19, 1884, and to them were born four children, all of whom are living except one son. Mr. and Mrs. Woodward live near Golden City. Continuous service of 42 years and three months entitles him to a pension allowance of \$64.65 a month, effective from October 1, 1930.

WILLIAM HENRY MULLENS, section foreman, Seneca, Mo., was retired September 30, having reached the age limit. He was born on a farm near Seneca and was educated at Racine, Mo. He entered the employ of Frisco Lines as a section laborer at Logan, Mo., on August 1, 1879, and in May, 1882, became section foreman at Girard, Kan. He was transferred in that capacity to Galena, Kan., in March, 1883, and in March, 1887, to

Geuda Springs, Kan. In August, 1892, he was transferred to the B. & B. department at Geuda Springs as a laborer and remained there until March, 1893, when he was sent to Granby as section foreman. He went to Seneca in the same capacity in March, 1898, and remained there in that position until retirement. He married Miss Synthia Buzzard at Racine, Mo., September 14, 1883, and to them were born eleven children, all of whom are living except two. One of his sons, William G. Mullens, is in the service of Frisco Lines as agent at Neosho, Mo., and another, Walter B. Mullens, is agent at Depew, Okla. Mr. and Mrs. Mullens live at Seneca, Mo. Continuous service of 37 years and 7 months entitles him to a pension allowance of \$43.30 a month effective from October 1, 1930. A story on his Frisco career appeared in the October, 1930, issue of this Magazine.

THOMAS SHOCKLEY, section foreman, Ozark, Mo., was retired September 30, having reached the age limit.



T. SHOCKLEY

He was born September 21, 1860, at McMinnville, Tenn., and was educated in the public schools of Tennessee. After working in a spoke and handle factory at McMinnville for about four years and on a farm for a year, he entered the employ of Frisco Lines near Stoutland, Mo., in March, 1881, helping with ditching work. He left service in 1884 and re-entered it in 1900, working on an extra gang near Richland, Mo. After working at a number of places, he became section foreman at Nichols Junction December 1, 1904, remaining in that position for a short time, and in 1905 he became section foreman at Ozark, Mo., serving there in that capacity until retirement. He married Miss Mary J. Cox at Stoutland, Mo., on December 23, 1883, and to them were born eleven children, nine of whom are living. One of his sons, Joe H. Shockley, is employed by Frisco Lines as ticket agent at Monett, Mo., and another, George D.

Shockley, works as agent's helper at Richland, Mo. His first wife died and on June 3, 1925, he married Mollie N. Clemons. Mr. and Mrs. Shockley reside at Ozark, Mo. Continuous service of 30 years and one month entitles him to a pension allowance of \$33.05 a month, effective from October 1, 1930.

JOHN SWANSON, shop watchman, Kansas City, was given a pension allowance of \$41.20 a month, effective from September 1, after having served continuously for 42 years and 10 months. He was born March 30, 1860, at San Souci, Snostrop, Sweden, and was educated in the Swedish public schools. He entered the employ of Frisco Lines in March, 1885, as a



laborer in the car shop at Kansas City, and later became a stand lathe operator and finally watchman. He married Miss Amanda C. Carlson at Wilsey, Kan., on July 2, 1906. Mr. and Mrs. Swanson reside at 4325 Rainbow boulevard, Kansas City, Kan. He was retired March 31, having reached the age limit.

GEORGE MERZ, laborer, reclamation plant, Springfield, Mo., was retired September 30, having reached the age limit. He was born in Essingen, Germany, September 28, 1860, and was educated there. After engaging in railroad and other work in Germany, he came to the United States in 1885 and worked as a farmer until July, 1907, when he entered the service of Frisco Lines as a laborer at Springfield, working in that capacity and as a stationary fireman until retirement. He married Miss Anne Vogel January 30, 1890, and to them were born four children, all of whom are living. Mrs. Merz died in April, 1910. Mr. Merz resides at 627 Newton avenue, Springfield. Continuous service of 23 years and 3 months entitles him to a pension allowance of \$20.00 a month, effective from October 1, 1930.



JOHN BENJAMIN BROWNE, B&B

foreman, was retired August 30, because of total disability. He was born in Willet, Pa., July 4, 1862, and was educated there. After working as a carpenter for the Pennsylvania Railroad and elsewhere, he entered the bridge and building department of Frisco Lines as a carpenter on April 6, 1885, working between



Kansas City and Fort Scott. He advanced to the position of assistant bridge foreman, and following that successively held the positions of bridge foreman, bridge inspector, acting general foreman, roadmaster and bridge and building foreman, holding the last named position at the time of retirement. He married Miss Elizabeth Hill at Indiana, Pa., December 27, 1888, and to them were born a son and a daughter, both of whom are living. Mr. and Mrs. Browne live at 415 South Main street, Clinton, Mo. Continuous service of 42 years and 3 months entitles him to a pension allowance of \$69.55 a month, effective from September 1, 1930.

JOHN THOMAS WICKER, passenger conductor, Eastern division, was retired April 12, because of total disability. He was born at Rolla, Mo., February 23, 1864, and was educated at Richland, Mo. At the age of 17 he began working as a carpenter in Springfield and in 1886 he entered the employ of Frisco Lines in the B&B department, helping build a station at Jensen, Ark. He entered train service on the Central division in 1887. He resigned there and entered service on the Eastern division in 1890 as a brakeman. In December, 1895, he entered the employ of the M. K. & T. at Denison, Texas, and after working there for about a year and a half he worked as switchman for the K. C. F. S. & M. at Springfield for a few months and then served on the Frisco as a brakeman. He was promoted to conductor October 22, 1899, and to passenger conductor October 8, 1912. He married Miss Minnie Doyle of Springfield on January 30, 1895. Mr. and Mrs. Wicker reside at 1525 North



Washington street, Springfield. Continuous service of 32 years entitles him to a pension allowance, effective from September 1, 1930.

In Memoriam

CHARLES KEITH

CHARLES KEITH, pensioned section foreman, died at his home in Leachville, Ark., October 15. He was born at Equality, Ill., September 19, 1859, and was educated there. He entered service of Frisco Lines June 1, 1906, as an extra gang foreman out of Chaffee, Mo., and was retired September 30, 1929, having reached the age limit. He married Laura Vinters at Shawneetown, Ill., April 1, 1883, and to them were born three children. Continuous service of 17 years and 6 months entitled him to a pension allowance of \$20.00 a month and during his lifetime he received a total of \$260.00.

THOMAS EARL HANSON

THOMAS EARL HANSON, pensioned clerk, died at his home, 911 Estival Place, Memphis, Tenn., October 20. He was born January 7, 1858, in Edinburgh, Scotland, and came to Memphis early in life and attended the city schools there. He entered the service of Frisco Lines October 8, 1911, as a cotton watchman and later served as check clerk, report clerk, settlement clerk and claim clerk. He was retired January 1858, in Edinburgh, Scotland, and on January 7, 1880, he married Estella D. Kerney of Evansville, Ind. Continuous service of 16 years and 2 months entitled him to a pension allowance of \$20.00 a month and during his lifetime he received a total of \$660.00.

ANINAS GOWER

ANINAS GOWER, pensioned carpenter, died October 9. He was born February 22, 1853, at Jacksonville, Ill., and entered the service of Frisco Lines as a laborer at the north shops, Springfield, Mo., in 1884, serving there and in the reclamation plant until retirement, December 4, 1915, because of disability. He was a widower. His pension allowance was \$20.00 a month and during his lifetime he was paid a total of \$3,540.00.



Homemakers' Page



A Christmas Letter

Dear Grandmother:—

It was one of the regrets of the day that you could not be with us, but I am sure that had the trip not been such a long one, you could have come.

Christmas is over now, and I thought you would enjoy hearing just how it went off, thanks to your many helpful suggestions. Of course, if we had put the wedding off a month, we might have had it on Christmas eve, but we did want to get settled in the new home and somehow, while we've missed all of you, it's been fun to get the housekeeping started and you know my capabilities.

After getting and reading your letter, I tucked it carefully in my purse and Harry and I started off on a most important shopping expedition—buying the Christmas dinner. You were right about getting a young turkey and one which didn't weigh so much. Well, we found one that just suited us. That of course, was the biggest part of the shopping.

Then of course I had to get nuts and fruit and cranberries and what-not, and Harry and I both looked like Mr. and Mrs. Santa Claus, getting ready to feed the poor when we finally loaded all the food stuff in the car.

Honestly grandmother, I got cold feet when I saw the task ahead of me. But that letter gave me new courage and I planned to get home and put everything away and plan the meal.

You know Harry, he's such a dear, he'd say everything was lovely and tasted good, even if it wasn't "just like grandmother's" cooking.

Well, I prepared the turkey that night, ready for the oven in the morning with the exception of the dressing. I sent Harry out to play golf and told him to be back at noon and he could help me with the finishing touches.

I made the dressing, and used just the right portions of oysters and bread crumbs, and a bit of sage, and stuffed old Mr. Turkey and basted him up and put him away in the oven.

Then I jelled my cranberries, for cranberry salad. I was awfully glad that I had made the plum pudding several days ago, and grandmother, I

know you would have been proud of me if you could have tasted it. And the sauce! That recipe I shall keep forever, for it just **made** the pudding.

I baked tiny little biscuits, and then of course, there were the usual other dishes, two kinds of potatoes, Irish which were creamed, and sweet potatoes which I candied, and they turned a delicious brown.

In all the excitement and watching so many things at once on the stove, I burned up one whole pan of biscuits! But that was about the worst thing that happened.

That old turkey just baked—well, he must have known it was my first time baking one; and it was delicious. Harry didn't have to fib when he told me it tasted wonderful.

And just as we were ready to sit down, some friends, another young married couple, dropped in to leave some Christmas gifts and I was so proud of my dinner I asked them to stay and they did. I just hustled up two more plates and silverware.

Now I know that I can cook a dinner for company and one of the biggest dinners I'll ever have to get and I didn't tell them that it was really you who got it for me.

I'm going to preserve that letter you sent me among my souvenirs of our early married life and I feel sure when the babies come that there will be one of them who will appreciate it as much as I did.

It's lovely and warm here in the south, and I'm so happy and so thankful for everything that has been mine this glad Christmas day. You've told me of the great happiness which was yours and grandfather's during your married life and I can think of nothing that would give me more pleasure, or serve as a better model, than to pattern our lives after yours.

Harry says that business will call him to Missouri the first of the year sometime, and we're coming up for a visit which I shall look forward to.

It's quite late now. The guests have all gone—our gifts are spread out and I want to thank you for the lovely quilt. I am going to put it in my guest room, where its colors

Christmas Plum Pudding

1 envelope Knox Sparkling Gelatine
1 cup cold water
1 pint milk
1 cup sugar
1½ squares chocolate
½ teaspoon vanilla
3 egg whites
1 cup seeded raisins
¾ cup dates
½ cup nuts
½ cup currants
Salt.

Soften gelatine in cold water ten minutes. Melt chocolate with part of the sugar; add a little of the milk, making a smooth paste. Put remainder of milk in double boiler, add chopped fruit. When boiling, add melted chocolate, sugar, salt, and soaked gelatine. Remove from fire; when mixture begins to thicken, add vanilla and nut meats, and lastly fold in beaten egg whites. Turn into wet mold, decorated with whole nut meats and raisins. Chill, remove to serving dish and garnish with holly. Serve with whipped cream, sweetened and flavored, or with a currant jelly sauce.

harmonize beautifully with my color scheme.

Please give aunt Emma my love, and I hope that your Christmas was a happy one. I notice you say that the ground is covered with snow, and of course that makes for a real Christmas. Here it's warm and the grass is still green, with just a tinge of frost in the air early in the mornings. I understand we are to have no snow.

But I've rambled on—twelve pages to be exact—but I know that you have plenty of time to read and I wanted you to know that this, our first Christmas, was an extremely happy one and that you were with us, in spirit if not in person. We're both looking forward to a visit, and when the Christmas rush is over, and the last of the turkey is made into hash, I'll write again.

Until then, and with much love, I am,

Devotedly,
VIRGINIA.

:-:

Styles for the Winter Months

:-:



6999

with inexpensive goods from which the loveliest of dresses may be made.

Pattern No. 6999 is one which may be easily assembled by any housewife, and is of a very attractive and slenderizing design as well as practical, in that the closing is adjustable. Long waist portions are joined to flare skirt sections that are laid in wide plaits over the front. The diagonal lines are becoming to stout figures. The sleeve is a fitted one-piece style, finished with a narrowed up-turned cuff. A small vestee squares the V of the neck opening. Velvet or canton crepe is suggested for this style.

The pattern is cut in eight sizes, Nos. 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. To make the dress in a 46-inch size will require five yards of 39-inch material. For vestee, belt and cuffs of contrasting material, $3\frac{3}{8}$ yards 39 inches wide will be required, cut crosswise. To finish with bias binding as shown in the large view will require $4\frac{3}{4}$ yards $1\frac{1}{2}$ inches wide. The width of the dress at the lower edge with plaits extended is $2\frac{1}{8}$ yards.

No. 7017 is for the tiny tot and is of Batiste and all over embroidery. This model also makes up well in crepe de chine, pongee or China silk. Short waist portions, shaped over the front, are joined to plaited skirt portions. The model, as shown in the large view, or a short puff as shown in the small view.

This pattern is cut in six sizes, 6 months, 1 year, 2, 3, 4 and 5 years. To make the dress in a 2 year size with long sleeves will require $1\frac{3}{4}$ yards of 35-inch material. With short sleeves, $1\frac{5}{8}$ yards will be required. The waist portions of contrasting material will require $\frac{3}{8}$ yard. To finish with ruffled edging or lace as shown in the large view will require 3 yards.

Either of these patterns may be ordered from the Frisco's pattern service department, addressing as follows: Frisco Employees' Magazine, 11-13 Sterling Place, Brooklyn, N. Y., and enclosing with the order, fifteen cents in coin or stamps.

Perhaps this style is not the one desired and if not, then fifteen cents in stamps or silver will secure the up-to-date fall and winter 1930-1931 book of fashions, showing color plates and containing 500 designs of ladies', misses' and children's patterns, also a concise and comprehensive article on dressmaking and some points for



7017

the needle, illustrating thirty of the various, simple stitches.

WATCH MIRROR OVER DINING TABLE TO BE TRIM AND HEALTHY

"Women are fast eating themselves into sallow cheeks and bad complexions," states Miss Elsie Stark, a nutrition specialist of the National Dairy Council, Chicago.

"If women would watch the mirrors over their dining table more closely instead of the mirrors of their dressing table they would attain better health and with it better color and could obviate the use of cosmetics in their makeup."

As the American girl's beauty products Miss Stark recommends creamy carrots, rolled oats and uses in her many women's demonstrations over the country a miniature bed, bath tub, plenty of water, fruit, milk, bread and butter, creamy onions, celery and lettuce and insists that eaten in proper rations daily, dairy products, fruit and vegetables will work wonders as health producers.

The foods referred to, with eight hours' sleep each night, four glasses of water daily, along with four glasses of milk (vanishing cream) with the proper ration of bread—the natural complexion powder extracted from whole wheat—and a daily turn at the bath tub will produce the wanted "makeup"—Nature's own, according to the nutrition specialist.

DRESSES are made up in such attractive styles now days, and colors suit every taste. Somehow they have a smarter waistline, a more flattering hem line and the styles have run riot with collars and cuffs, and one finds everything from the severely plain collar and cuff, to the fluffy, frilled net.

Black, and the gorgeous brilliant blue have found popularity, and one finds them in striking combinations.

Yellow and browns form a delightful and becoming fall combination, as well as the dull green, when matched with light tans.

But often the stores do not yield the very dress which one has in mind, even tho they are replete at this time



A Happy Christmas Day at the Orphan's Home

THE Orphans' Home at Melville had the wintry appearance of the season. The heavy snow which had come at Christmas time had completely covered the little village and piled high against the building.

As the daylight faded into evening and the evening into night, a clear pale moon came out to make the scene more beautiful. The shadows of the trees fell on the white snow, and the wind whistled around corners and across vacant plots and the trees quivered and shook and some of the glistening snow fell beneath.

Ruddy lights shone from the windows of the Home. A huge fire crackled and burned in the fireplace and around it the children were grouped, ready for bed, their little robes covering outing flannel pajamas.

Mrs. Martin, the superintendent, was telling them the story of old Santa and his reindeer. They were an attentive group, listening to a story which grew more delightful each time it was related.

Jimmy Arnold was one of the little orphans at the home. He was only 6 years old and a particular favorite with those who cared for the children. He was an unusually bright child, with golden yellow hair, and a winning smile. He was possessed of an unusually fine disposition and often they found him, giving his favorite toy to a child who had admired it.

Of course Jimmy had never had any great amount of toys and so Christmas meant only an addition of one or two to him. At least there was only one thing that he wanted for Christmas, for he didn't know you might have candy and a lot of toys. And so he had decided that he wanted a train and some cars more than anything in the world. But Jimmy didn't know that unless someone sent a train and cars in, that he wouldn't realize his dreams.

After the story was told and the little stockings were hung over the mantel with the children's names on each, they were hustled to bed.

Jimmy carried with him a picture of that stocking filled with an engine

and a train of cars. He could just see it vividly, and he even saw Santa put it there.

And so Christmas dawned, bright and clear. Jimmy opened his eyes and wondered why he was so wide awake. And then he remembered! Christmas morning. He slipped out of bed and dressed and ran down the hall to the living room. Some of the children were already there, and Jimmy glanced up at his stocking. A huge cane of candy stuck out the top but there wasn't a sign of a train. Mrs. Martin handed Jimmy his stocking.

But Jimmy turned again to his stocking. He took out the candy and nuts and apples, and there, almost in the middle was a tiny little train and cars. Jimmy was delighted. Of course it wasn't a big one, but Santa had remembered, and he was so glad—glad that he was convinced now that there was a Santa who knew little boys' wishes.

But the day held more in store for Jimmy than his little mind could possibly conceive.

Following breakfast, the children returned to the living room where they spent the remainder of the morning examining the various toys.

They were so intent that they did not see a man and woman step into the living room and stand at the door with Mrs. Martin.

But Jimmy looked up just as the man said, "What's the little fellow's name with the yellow hair?"

And Mrs. Martin replied, that that was Jimmy.

"Come here Jimmy," he said.

And Jimmy walked over to him, his little train in his chubby hand.

"Did Santa bring you this?" the man asked.

"Yes," said Jimmy. "I asked him for it and he didn't forget."

"Well, that's fine. And was that all you wanted?"

"Oh yes," said Jimmy, as he fondled his new toy.

"He's a dear, isn't he," said the nice lady beside Mrs. Martin. Jimmy looked up at her. She had lovely

brown hair and a lovely smile, and Jimmy thought she had such a beautiful face.

"Jimmy," she said, as she stooped to take his little hand in her own, "would you like to go home with us for Christmas day?"

Jimmy looked at Mrs. Martin.

"It's quite all right, Jimmy," said Mrs. Martin. "Go and get your coat and hat."

And Jimmy went to his room. He returned in a few moments, dressed for the street, his little train in his hand.

It was all so strange. But then things were strange at Christmas time, and so Jimmy was quite speechless when he was taken to a lovely home, with the largest Christmas tree he had ever seen, and there under the tree was a big engine and some cars. And not only that, but it ran on a track when you pushed a little button.

For awhile Jimmy had no eyes for his benefactors, and the little toy train which he had held so tightly was placed to the side.

And it was not until evening that these two lovely people asked Jimmy how he would like to have a real sure enough mother and father.

Jimmy nodded his approval. His little heart was so full, and if he remained, the little train was his, and this lovely lady who was so nice.

Jimmy heard her call Mrs. Martin and also heard her say, "We're going to keep Jimmy and we'll return tomorrow to fix up the papers."

And that night Jimmy was put to bed in a little room all his own, and the lovely lady tucked him in—and beside him in his arm was the engine, from the big train.

"Jimmy, can you learn to call me Mother?"

"Yes," said Jimmy. "I like you. And I won't have to go back to the rest of the children any more—ever?"

"No, Jimmy, this is your new home, forever and ever."

And Jimmy, hugging the little engine tighter, said two words which brought happiness to his new parents.

"I'm glad," he said.



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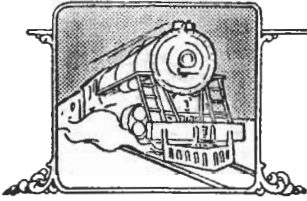
15.



16.

FRISCO BABIES

1. Walter Wayne Fisher, son of laborer, Springfield. 2. Joan Yvone, granddaughter of C. F. LeFevre, Springfield. 3. Ann Rita, Joe, Jr., and John, children of Joe Paisley, West Tulsa. 4. Peggy Jean and Richard Taylor, children of L. S. Shiftitt. 5. Wanda Lee Sissell, daughter of painter, Springfield. 6. Kempey Naomi and Ivole Ruth, daughters of Chas. Niemeyer, West Tulsa. 7. Charles Wm. Hoffman, Jr., nephew of Matilda Hoffman and Selma Hoffman, Springfield. 8. Geraldine, daughter of David Ragsdale, Springfield. 9. Jerelean Frances Harrill, granddaughter of J. F. McMenus, Phillipsburg, Mo. 10. Erwyn, son of Edward McCain, Springfield. 11. Donald Jerry, son of Robert Patrick, Springfield. 12. Shirley Jean Furest, daughter of scale machinist, Springfield. 13. John Lalburn, son of R. E. Essman, Northview. 14. Elbert Charles, son of E. C. Hunt, Springfield. 15. Marjorie Bell and Betty Jo, daughters of L. E. Wells, Canalou. 16. Virginia Louise Edmisson, daughter of C. O. Edmisson, Kansas City.



The FRISCO MECHANIC

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



WHAT PRICE SICKNESS?

\$80 Spent by Each Wage Earner
for Sickness in Year

ACCORDING to a survey made by the U. S. Labor Bureau of Labor Statistics a few years ago, 2 per cent of the American population is sick at any given time. The cost of this sickness aggregates the total of more than two billion dollars every year.

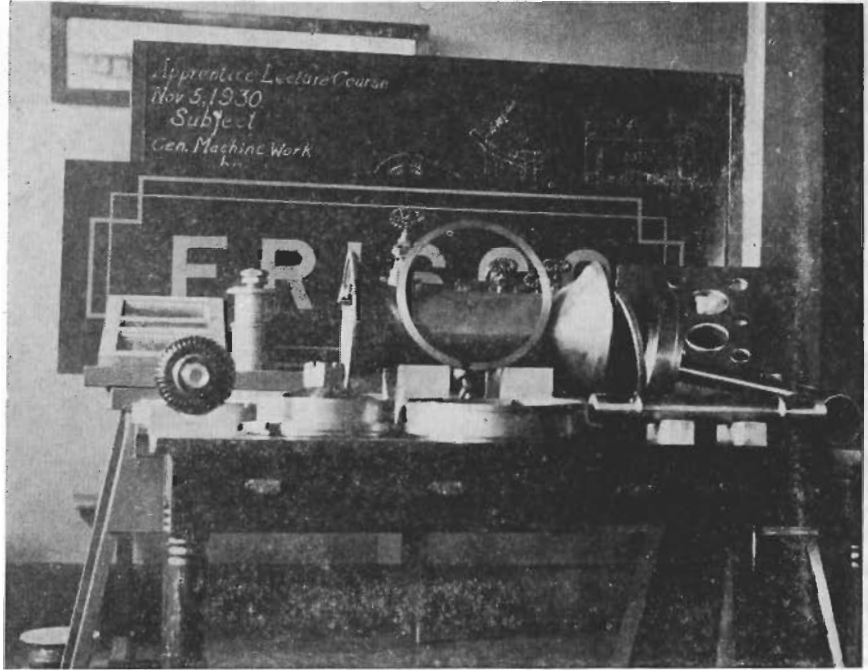
Since this survey, another made by a life insurance company shows that approximately \$80 per year is spent by each wage-earner's family as the cost of sickness. This amount would not seem to be excessive—if it could



be safely assumed that \$80 would cover the cost of all sickness from which the family might suffer. Unfortunately, no family can arbitrarily fix any given sum to be spent. Ill health and its attendant medical attention may not be the only items to make inroads upon the family's "sick budget." A large dental job may present itself; a major operation may suddenly be required, or a contagious disease may infect some or all of the family—then where does the \$80-budget come in?

An average of \$80 for a sick budget represents a combination of larger and smaller amounts that vary from next to nothing to thousands of dollars per year. So long as sickness expenditures do not exceed the eighty dollars, so long can the budget hold its own. When it exceeds that amount

Apprentices Show Workmanship at Meeting



THE above photograph shows some examples of skilled workmanship of engine parts made by apprentice boys in the locomotive department at the west shop, Springfield, and used in connection with the night lecture course for apprentices which is held three Wednesday nights each month. The object is to give the apprentice boys a better understanding of their work. Various supervisors are in charge of the different classes of work.

trouble begins—for that family. They are either forced to go into debt, or accept charity. The latter is something nobody cares to do, so it often happens that the family resort to quackery, patent medicines or do without medical attention entirely.

Tuberculosis, alone, is responsible for a death rate that is from eight to twelve times higher among certain industrial workers than it is among farmers, for example. As menacing as these figures sound—and, in reality, are—the tuberculosis death rate has been declining since those statistics were compiled a few years ago. It is still altogether too high (79 out of every 100,000 persons), and tuber-

culosis still kills more persons between 18 and 40 than any other disease. At the same time, the rate has been cut in half in the last twenty years.

It is not too much to say that the educational health programs that are made available by tuberculosis associations have had considerable to do with this decline. Neither is it too much to add that the little Christmas seal that appears every holiday season has played its part in proving that tuberculosis is preventable. The money derived from its sale makes it possible to help maintain summer camps for children who will become the industrial workers of tomorrow.

All apprentice boys are very much interested in these lecture courses and attend regularly.

On this particular lecture night, November 5, G. H. Eskridge, machine foreman, was lecturer, also each apprentice that made parts of engines shown above, gave a 15-minute talk on the part that he made.

The blackboard drawing of a cylinder, part of which can be seen in the above photograph, was drawn by Edgar W. Surles, special apprentice.

Frisco Mechanic Family News

NORTH SHOP—SPRINGFIELD, MO.

SHERMAN ELLIS, Reporter

W. H. Gimson, shop superintendent, and his family spent Sunday, November 2, visiting with friends and relatives at Memphis.

Clinton Brown, who has been working in the machine shop for the past eight years, is now employed at the Queen City wood works.

Al Ball, power house engineer, is now working the last shift, spending the days hunting quail.

Orvil Armstrong, machinist in machine shop, is confined to his home with an injured hand. If reports are true he will not be able to use his hand again. The injury was so severe it was first thought his hand would have to be amputated. We sincerely hope he will be able to use it again in a few months.

Dave Atwell, machinist, has been absent the past several weeks. It is reported he has high blood pressure. We hope for his speedy recovery.

Larry Stenger, formerly a pattern-maker at this shop, and his wife are visiting with his parents, Mr. and Mrs. Pete Stenger, at Sherman, Texas.

Milford Ball, machinist apprentice, has been absent the past several weeks suffering from inflammatory rheumatism. We hope for his speedy recovery.

A. C. Swineford, shop order clerk, visited a few days recently with his son, Elgin, at Dallas, Texas. Mr. Elgin Swineford is an accomplished musician and for the past several months he has been teaching flute and broadcasting from a Ft. Worth, Texas, radio station. We learn now that he is connected with the nationally known Weaver Bros., musical comedians, touring the entire country.

O. J. Painter, machinist, has been absent from work the past several weeks on account of the illness of Mrs. Painter.

Guy Swineford, who is on the Canadian Chautauqua course, visited with his parents, Mr. and Mrs. A. C. Swineford during the Thanksgiving holidays.

LOCAL No. 1—BACONE, OKLA.

N. T. RISNER, Reporter

Local No. 1 met on their regular meeting date with all officers being present and a large number of members present.

We have a new class engine for our passenger service. They are of the 1000 class.

J. W. Risner, storekeeper at this point, will take up services in Ft. Smith, Ark.

Mr. Robinson, brakeman, who fell from a moving car was picked up later by one of the same crew and found he had suffered a sprained ankle.

C. P. Long, roundhouse foreman, attended the football game when Muskogee was victorious over Okmulgee.

MECHANICAL AND STORES DEPT. FORT WORTH, TEXAS

J. D. WACEY, Reporter

Joe Hughes, locomotive supply man, who has been off sick for some time has returned to work.

The wife of L. M. McMahon, carman, who recently suffered serious operation, is better and has been brought home.

The daughter of C. D. O'Conner, locomotive carpenter, who has been seriously ill, is reported out of danger.

John Fooshee, carman, who was laid

off some time ago has been put back to work.

J. C. "Buddy" Miller has moved again. That puts him one up on J. W. "Pat" Witt, but Pat says that if he can find a house on the south side that he hasn't lived in, he will make it even again.

The wife and daughter of Jack D. Wacey, triple rack man, have returned from a month's visit with Mr. Wacey's mother in Bellville, Texas.

Local No. 25, P. A. of M. C. & C. D. E., elected the following officers for the ensuing year: J. R. Ferguson, president; W. M. Witt, vice-president; John D. Wacey, secretary-treasurer; H. C. Rothell, J. W. Witt and R. W. Courtney, trustees.

R. C. Moore, extra car inspector, has gone to Menard to relieve L. G. Collier who is taking a vacation.

Mrs. L. B. Wade of Houston, Texas, daughter of C. E. Blentlinger, car foreman, is visiting her parents.

Our entire sympathy is extended to L. A. Cash, engineer, in the loss of his wife. Mrs. Cash was buried Sunday, November 2. Impressive funeral rites were conducted by Dr. C. V. Edwards and Rev. C. E. Matthews. The Frisco floral offering was one of the most beautiful displayed at a Frisco employee's funeral.

Steve Coleman, engineer, is back at the throttle after a week's illness.

Henry Lackey, fireman, is able to be up and about after several weeks' confinement in the Harris hospital. He expects to be able to report for duty soon.

It looks good to see some classified repairs going on in the locomotive shop here again. Business has begun to look a little "up" for this point.

A well attended fuel meeting was held at this terminal on the evening of October 28. Many points, instructive to the men of each class of service, were discussed. The interest manifest by those attending was very noticeable. Particular stress was made to conserve other material and supplies, in conjunction with fuel, by W. G. Hall, master mechanic.

KANSAS CITY MECHANICAL DEPARTMENT

DORAL L. DENISON, Reporter

Clyde Sillyman, boilermaker, was off a few days account of having a small growth removed from in back of his left ear.

Thomas Davis, machinist, is back on the job after being off a number of weeks with an injured eye.

Clarence Vielbig, machinist, who is off on the sick list is reported to be doing nicely at this writing and expects to be back on the job soon.

George Willis, machinist, spent a few days in the hospital at St. Louis undergoing examination for stomach trouble.

Wiley McCready, machinist helper, and family spent a few days visiting relatives in Oklahoma.

George Kent assistant roundhouse foreman, is the proud owner of a new Dodge sedan.

Jessie Green, machinist, has taken night job, 4:00 to 12:30, vice Tom Lyle who was transferred to back shop.

Oscar Gossitt, hostler, has been layed off account of reduction in force, also Claude Coffey, his helper.

Robert Schumacker, boilermaker helper, is still looking for his Oakland roadster which was stolen a few weeks back.

Local No. 4 gave a dance on November 11, which was well attended and a good time was had by all.

WEST SHOPS—SPRINGFIELD, MO.

RUSSELL B. TODD, Reporter

The Frisco Mechanical Supervisors Local No. 1 had their monthly meeting October 29 at the Community building. A "Mulligan" stew was served at 6:00 p. m., prepared by L. E. (Snipe) Reddick, after which a business meeting was held.

A considerable decrease in accidents by the west locomotive shop enabled us to place second in accident prevention. All efforts being made to succeed in winning the cup.

A great number of people of this city have become interested in a show window of the J. L. Long Furniture Company on South avenue, advertising the Frisco Lines. A miniature railroad town with engine running on a track and many other features are in the window and all advertise the Frisco Lines. The display was made by Don B. Fellows, Frisco florist.

J. E. Haskell, air room foreman, attended the monthly meeting of the St. Louis Air Brake Club in St. Louis.

It is with deep regret we learn of the death of Kenneth P. Tiffany, machinist, who was killed in an accident. This shop extends sympathy to the family.

Earl P. Mooney, watchman, left the service to accept a position with the new Newberry 5 and 10-cent store as assistant manager of the lunch counter.

Miss Jessie Robards, stenographer, enjoyed a visit with friends in St. Louis recently.

J. P. Hurley, chief power plant engineer, attended the annual Railroad Fire Protection Association convention at the Statler hotel, St. Louis, in October.

This being the last issue of the magazine this year, all employees of the west shop, including "Ye Scribe," extend a "Very Merry Christmas and a Prosperous and Happy New Year" to all Frisco employees.

WEST COACH AND PAINT SHOP

FRANK SCHELLHARDT, Reporter

Felix Rohr, carpenter, spent a few weeks visiting relatives in St. Louis last month.

Frank Payne, upholsterer, and family are visiting at Enid, Okla., at the present time.

We extend our sympathy to Fred Erke, shop clerk, whose sister died October 31.

George Robinson, mill man, is vacationing for a few weeks in Wichita, Kan.

Charles Dailey, painter, and wife spent a few weeks last month on a fine trip to Niagara Falls and points in Canada.

NEWBURG, MO., YARDS

MACK J. COTHAM, Reporter

C. E. Decker, switchman, is driving a new Essex coupe.

S. E. Fellows, storekeeper, visited in St. Louis this month.

C. H. Heying, clerk, has bumped here on the second trick bill desk, displacing H. M. Stoll, who in turn displaced Earl Douglas. The latter went to Pacific.

The clerks' hours at the freight house have been changed, giving Fred Hendricks, clerk, a bump. He will exercise his seniority on the 4:00 p. m. ticket job at Aurora, Mo.

E. C. Murphy, extra clerk, of this place worked at Clinton a few days this month.

Mrs. K. G. Stolle, wife of switchman, visited in St. Louis a few days this month.

Mrs. L. G. Roseman, wife of special officer, visited in St. Louis recently.

Rue Louise Roseman, daughter of

special officer, was given a surprise party on October 21 by the pupils of the eighth grade.

Merel Harris has been appointed secretary to assistant superintendent O. N. Watts. Harris was a former secretary to Mr. Cantrell on the Central division.

Walter Rinck, car man, and Mack Cotham attended a special meeting of the Order of the Eastern Star at Rolla, Mo., on November 11. Members of the different Chapters of this district were present.

NORTH BACK SHOP SPRINGFIELD, MO.

ALEX WATT, Reporter

Mrs. Jewell Divan, wife of Machinist Jewell Divan, spent a week with a sister in Paris, Texas.

Claude Campbell has a collegiate Ford. Mr. Campbell is north boilershop committeeman and treasurer of Local No. 1.

Local No. 1 had a good meeting November 14 which was the date for nomination of officers for 1931. Bro. Junkins made a good talk on the good of the order as did division chairman.

Milford Ball, machinist apprentice, is on the sick list at present but we hope for his speedy recovery.

P. E. McSweeney, lead machinist on air, is back with us again after a lingering illness. We are glad to see you back, Pete.

Elmer Harris' brother-in-law of Fresno, Calif., is visiting with him and other relatives.

Anthony Barron, who has been on the sick list for the last six weeks, returned to work November 10.

Mrs. F. L. Leonard and daughter, Mrs. B. Smith, drove to Des Moines for a short visit November 15 and will bring Mrs. Saunders home with them. Mrs. Saunders is another daughter of Mrs. Leonard.

Mr. and Mrs. J. T. Scherer and Mr. and Mrs. J. L. Spears of Kansas City visited with the family of Alex Watt the week-end of November 1.

J. M. Darden, assistant general foreman, has been bitten to the extent of a new radio. Wonder if he can tell us by now where all of the stations come in.

We are glad to report that J. M. Darden is well on the way to recovery after a brief illness.

Speaking of display windows, those who failed to see our representation of Frisco Lines by Don Fellows, Frisco florist, missed a treat indeed.

We have now among us one who we are justly proud of. She is Miss Pearl Fain, who has composed a hymn, "I Will Lift Up Mine Eyes." We wish her success in future ventures.

The boys at the north side that have been quail hunting since the season opened November 10, report varied success. Birds are few and hard to hit.

PARIS, TEXAS

N. B. PALMERTREE, Reporter

Mr. and Mrs. T. M. Carter, Jr., and baby daughter from Tulsa, Okla., visited Mr. and Mrs. W. B. Crawford during the early part of this month.

Mrs. H. C. Taylor visited her mother and father, Mr. and Mrs. Tru, at Ardmore, Okla., the second week in November.

Mr. and Mrs. W. B. Crawford and son, W. B., Jr., visited Miss Faye Hackleman and her mother at Fort Worth on Sunday, November 8. The Crawfords drove over in their new car and we are sure they enjoyed the day very much.

Mr. and Mrs. E. B. McGaha attended the Halloween party dance at Hugo, Okla., on October 30. The party was given by the Frisco Employes' Club of

Hugo and was a great success and everyone had a big time.

Paris was entertained on November 11 by the American Legion Post of this city and the entertainment included a monster picnic barbecue held at the fair grounds at Paris. We had a number of out-of-town visitors and the crowd at the barbecue was estimated at twenty thousand people and believe me they were all there. It was a well behaved crowd and every one seemed to enjoy themselves and were looking forward to the next one. The football game—Paris High vs. Sherman High—was one grand game even if Paris did lose by six and nothing. The Sherman team was well supported by the Sherman ball fans who came over to attend the game, and altogether there was fully fifteen hundred folks at the game.

LOCAL No. 15—OKLAHOMA CITY

E. W. GEE, Reporter

Geo. Pierce, hostler helper, who spent his vacation in Texas and southwest Oklahoma on a fishing trip reports the best of luck.

Geo. Jones, coach foreman, spent his vacation in Oklahoma City.

Local 15 had a special meeting with the ladies in charge second Wednesday in October. Refreshments were served and everybody had a good time.

Our local had nomination of officers for the year 1931 first Wednesday in November. Election will be second Wednesday in this month and will give list of new officers next month.

Our local is now working 100 per cent and no dissention among the various crafts; everyone pulling together.

Frank Junkins, general chairman, was with us last month. Come again and oftener.

Messrs. H. L. Worman, Geo. Moore, R. B. Spencer and E. L. Phelps paid us a visit last week.

A temporary station is being erected at south yard for the Frisco-Rock Island passenger trains.

All tracks for the new station are now completed and it makes south yard look like the real stuff.

Ed Austin has been out duck hunting and reports that he got plenty of them.

The water service department has completed the new steel tank at south yard and the water cranes are now in service. Some improvement over the old one.

The writer's daughter, Merle, was married to Tom Williams, son of our most popular cashier at the freight office, the 21st of September. The newlyweds went right to housekeeping and are getting along fine.

WEST SHOP MECHANICAL NEWS SPRINGFIELD, MO.

A. H. BISHOP and B. W. BALDRIDGE,
Reporters

Leonard Reddick, machinist apprentice, has been transferred to the north side roundhouse.

Paul Rice, machinist, visited in Lebanon recently.

We wish to extend the sympathy of the west shops to John Norton, Machinist, in the recent death of his infant daughter.

John Fowler, blacksmith, is in the St. Louis hospital.

Wallace Crowe, machinist, with Mrs. Crowe and children visited in Colorado Springs the latter part of November.

Mike Collier, formerly machinist apprentice at this shop, was through here with a carload of cattle, November 2.

Aubrey Hale, machinist, was in St. Louis the latter part of November.

Bert "Sparky" Haun visited in Kansas City recently.

Hayden Campbell and Orville McCullough, machinists, have been assigned regular jobs at the west shops.

R. J. "Chub" Cowell, machinist, was called to Louisville, Ky., October 14 on account of the serious illness of Mrs. Cowell.

Max Buff, machinist, with Mrs. Buff visited relatives in Jackson, N. C., the latter part of November.

Clyde Hart and Floyd Basore, machinist apprentices, took a look at the tall buildings and bright lights of St. Louis the latter part of November.

Oscar Plank, machinist, with Mrs. Plank spent two weeks in Pensacola, Fla., the latter part of November.

Hal Ingram, machinist, with Mrs. Ingram and son, Jr., visited in southern California the latter part of November.

WEST SHOP LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. E. GODFREY, Reporter

Local No. 2, west shop, entertained Local No. 1 on November 5 with a program and dance. The entertainers on the program were Fred Davey's orchestra; Charles Goode's string band, the personnel of which included H. Brake and R. Hurden; Miss Helen Henderson, piano solo; Pate Kelley, clarinet solo; Mrs. Coma Turner Rice gave a reading; banjo duet, by Bob Davey and Charles Rimmer; Miss Galbraith gave a piano solo, also Miss Helen Hundhansen played a piano solo. The Elks quartet gave several selections; Cricket's dance, played by Master E. T. Brake, Betty Joe Campbell, Mary Jane Campbell. The Ladies' Auxiliary of Local No. 2 served refreshments.

Gibb's 7-piece orchestra furnished music for the dance and about six hundred were in attendance. The entertainment committee was composed of M. L. Ryan, chairman, and Frank Brake.

E. J. Adams, boilermaker, and family recently visited San Francisco, Calif. E. J. reports a wonderful trip.

We wish to extend the sympathy of the west shops to Nathaniel Murry, boilermaker apprentice, and family in the death of one of his twin boys November 5.

A. H. Baer, boilermaker, made a trip to Kansas City recently.

Matt Palmer, boilermaker, is driving a new Nash car.

Johnny Franks, electrician, visited Kansas City during the recent layoff. The west shop boys were much grieved to learn of the death of A. M. Rose, painter, who died September 30. They extend their sympathy to his parents.

Steve Bowlen, boilermaker, with his family moved to the farm. Town life was too fast for Steve.

Ed Andalof, boilermaker, and Blackie May, machinist, are the champion miniature golf players of the west shop.

We extend sympathy to Gene Newberry, boilermaker, and family in the death of Mr. Newberry's niece, October 25.

Richard Thomas, boilermaker, has been seriously ill for several days but is back on the job.

The west shop boys were much grieved over the automobile accident in which Kenneth Tiffany, machinist, was killed October 5. The boys wish to extend sympathy to the family and relatives.

Otto Davis, electrical welder, traded cars sight unseen, and he was somewhat excited and got into the wrong car and drove to Lebanon, Mo., and had a very close call with the law. We hope next time Otto will be more careful when he trades cars sight unseen.

This being the last writing before Christmas we wish each and every one of the west shop boys and their families a merry one.

LOCAL No. 33—HAYTI, MO.

E. B. WHITENER, Reporter

Local No. 33 held their nomination of officers for the coming year at their last regular meeting, Thursday, November 6. There was a good attendance and it is the hope that there will be a large attendance at the next regular meeting which will have been held before this report goes to press.

J. J. Appling, machinist, spent a day at Wilson, Ark., recently.

C. R. Willis, boilermaker, also was a recent visitor at Wilson, Ark.

Most of the boys that were cut off are now on the board again.

Jack Teaster, engineer, is on the sick list at this writing. The report is that Jack got wet while duck hunting.

Mrs. C. V. Sigler's father, N. F. Whitener, of Marquard, Mo., and her brother, C. F. Whitener and Mrs. Whitener of St. Louis, are spending the week-end here visiting relatives and friends.

Mrs. Bert Hall spent the week-end at Chaffee, Mo., recently.

Bennie Jack Hall and Vick Sigler, Jr., went to Chaffee to see the Hayti-Chaffee football game. They reported that the home town, Hayti, was defeated.

Theon Strack, machinist, has purchased a new Chevrolet coupe. Now watch him go.

LOCAL No. 19—MEMPHIS, TENN.

L. V. GLASS, Reporter

Well, Local No. 19 is about to have its annual election of new officers and what a time we do have! We have three men running for president. But don't forget, you can't vote if you haven't paid your poll tax. Local No. 19 is on the boom now. We have a nice treasury and there has been a committee appointed to give all the men out of work a nice basket for Xmas.

We were glad to have Mr. Frank Junkins with us Thursday night. His speech was enjoyed by everyone.

Local No. 19 is almost 100% new and our membership committee absolutely refuses to stop until every man working at YALE is a member of Local No. 19.

We sure were glad to see Harry Humphry, pipefitter, back on the job. He had the misfortune to fall off a locomotive.

Mr. W. C. Moak, machinist, has been appointed assistant to S. M. Ferguson, machine shop and erecting shop foreman.

J. M. Morgan, tool room attendant, spent a few days deer hunting in Arkansas. Some class to his hunting, eh?

J. T. Hope, machinist apprentice, has been on the sick list, but is back at work again.

John L. Holt, machinist, went duck hunting and had fine luck. We notice he is back on the big planer job.

J. R. Perry, who has been on the sick list, is back again.

Everybody was glad to see W. H. Gimson, Springfield, walking around the shops with Mr. Gamble and Mr. Tuck, Saturday, November 1.

The officials at Yale, are holding classes in the assembly hall twice each month and they have created a lot of interest among the boys. We had two meetings in October, which were successful. The first meeting was held by S. M. Ferguson and Otto Kettman. Last meeting by W. C. Moak. Every one seems to be interested in these classes. And Mr. Tuck says they will continue to have them all winter. Our next meeting will be held November 12th by J. F. Anderson, a very competent air man. His subject will be air brakes, a very important part of a

locomotive. We are expecting a large crowd. Everybody come and if you know anything tell it, and if you don't know, it is a good place to find out.

Everyone seems to be wondering who owns the new Buick coupe, parked near the general foreman's office every day. Well, come down early some morning and you will see the owner driving in, who is no one but our own General Foreman E. F. Tuck.

G. A. Campbell, water service man, reports they have installed a new pump at Hoxie, Ark., with a capacity of 650 gallons per minute. He also reports he has been doing some work for the dock master at Pensacola, Fla.

W. B. Bailey, water service foreman, has installed a new oil station at Thayer, Mo.

LOCAL No. 29—FORT SCOTT, KAN.

VERNE JONES, Reporter

John Stoops, machinist, spent the week-end of November 8th in Neodesha.

Thomas Mawson, machinist, motored to Independence, Kansas, recently.

Our sympathy is extended to Chas. Walker, whose mother died in Kansas City, recently.

Loren Douglas and wife are the proud parents of an eight-pound baby boy, born Sunday, November 9th, at Mercy hospital.

Lee Robinson had the misfortune to get his car damaged, caused by rolling down an embankment. Lee says it don't pay to leave them parked without tying them up before you leave.

Paul Carl, machinist, who has been in the service of the Frisco for many years, will retire soon and will be missed by many who have worked beside him.

Ernest Gilpin was making an invasion of the squirrel sector recently and decided to climb up a tree to get one, but upon arrival at the hole he found some fine looking honey bee combs and started to enjoy it. However, he soon decided that he needed a parachute to escape safely.

Johnny Jarbo, electrician, and family spent an enjoyable day in Parsons, Sunday, November 9th, helping celebrate the Golden Wedding Anniversary of his parents.

Johnny Bunn says he is going to make rabbit hunting scarce this winter with his night dog, if the dog doesn't change his ways.

Cecil Greening, boilermaker, and Dewey Queen, machinist, have been enjoying the dentist's chair this week.

Employees of the Frisco and many persons in Fort Scott know J. W. Morrill, or "Uncle Billy", as he was known to thousands of children and to many grownups too. For years Uncle Billy Morrill had come to Fort Scott on his work as safety expert for the Frisco Railroad, speaking to school children and talking to adults on the principles of safety. It was a rare month that did not see the kindly, jolly old fellow dropping into Fort Scott to visit shops and schools. As Uncle Billy has now retired, he will be greatly missed.

Lost, strayed or stolen—two suits of overalls. Finder please return to H. L. Moore.

**BRIDGE AND BUILDING DEPT.
EASTERN DIVISION**

ARTHUR BUNCH, Reporter

Mrs. John Luttrell spent a few days recently visiting relatives at Willow Springs, Mo.

George Gott, with his small son, Joe, paid a short visit to some relatives in St. Louis, Mo.

Dock Garroutte and family recently visited with relatives in Joplin, Mo.

C. C. Peck and wife recently visited

with relatives in Sand Springs, Okla.

Less Wooldridge has been off several days and in the St. Louis hospital, on account of sickness caused from high blood pressure. We hope for his speedy recovery.

Arthur Rude has lost some time lately on account of his children being sick. We hope they are better by this time.

Loren Turrentine recently had a slight car accident which broke the windshield and his wife suffered a few minor cuts about her face.

Zadock Breshears and wife recently visited a few days with their son in St. Louis, Mo.

Mrs. Melvin Hendry recently visited with relatives in Cushman, Ark.

Bridge renewing on the high line is being done by Jim Carter, Ebb Nease and gang.

Bridge and building repairing on the east end is being done by Bill Skyles, Clyde Cunningham and gang.

Roy Hill and gang are doing repair work on bridges and buildings on the leaky roof.

John Skyles has finished the concrete water way under the tracks at the Springfield passenger station, and his gang was pulled off for the winter.

Charley Wallace and gang are repairing the roundhouse at the north shops. Bill Hines and gang have been pulling bridges on the Chadwick branch.

Charley Baron and gang are framing bridge timber at the creosote plant in Springfield.

LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Mrs. H. W. Fuller and Mrs. S. A. Montgomery attended Grand Chapter of O. E. S.

Mrs. E. L. Dillon and daughter, Joan, of Springfield, visited Mr. and Mrs. E. B. Ege the week-end.

I. E. Fuller and Ike Ormsby attended the stock show in St. Louis.

Mr. and Mrs. Dean Peck of Springfield visited Mr. and Mrs. C. D. Ward recently. "Pus" Hill is the champion turnip raiser of the Mighty Beaver. He raised enough turnips to supply the four o'clock shift.

Mrs. J. W. Vinson, of Springfield, visited her daughter, Mrs. E. F. Fuller.

Geo. Wilson, R. L. Painter and Ivan Fuller were the first to bag geese and ducks, around the shop.

W. F. Macormic has moved his family back to Newburg from Lindenwood.

John Potter was called to Dallas, Tex., account of the death of his brother.

Mr. and Mrs. O. E. Drown and daughter, Olive, were in St. Louis shopping, recently.

Mr. and Mrs. Frank Short are driving a new Chevrolet coupe.

Mr. and Mrs. I. E. Fuller attended the Shrine ceremonies at Springfield.

LOCAL No. 7—FORT SMITH, ARK.

LEE W. CAVINESS, Reporter

Lynn A. Loyd and family expect to move to their new home, which is nearing completion, in the near future. Mr. Loyd says that it is his intention to make this one of the most modern suburban homes in Arkansas, fully equipped for poultry raising and dairying.

George Shields and wife were called to Springfield recently, in response to a message stating that Mrs. Shield's mother was critically ill.

We are very sorry to report that Luther Burns suffered a very serious injury to his left eye while cutting a piece of metal, a part of the metal struck him in the eye, which is feared will cause him to lose the sight of it.

By the time this issue of our Magazine goes to press, Local No. 7 will have elected new officers for 1931. Much interest was shown in the nomination of candi-

dates for the various offices and it is an assured fact that we will have some fine fellows to handle the affairs of our local organization next year.

Mrs. Garner, wife of D. E. Garner, engine inspector, is visiting relatives in Durant, Okla.

Local No. 7 meets each first and third Tuesday evening, W. O. W. Hall, North Ninth and Rogers Avenue. A cordial invitation is extended to all visiting members to meet with us.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Ira Jones and wife had as guests Mr. and Mrs. John Golden of Phoenix, Ariz., who had been in St. Louis the past summer and were on their way homeward.

Bob Riley, B&B carpenter, assisted other members of a crew that installed the girders in the bridge on the Chadwick line, over the new pavement on Highway 65 at Ozark.

Herbert Salsman is rejoicing over a new ten-pound boy who arrived at his home November 2. Have not learned the youngster's name, but will probably have his picture to send to the Magazine in the near future.

While Ollie Evans, wife of John Evans, was away on a visit to Chicago, John kept bachelor's house part of the time. One morning he awoke to find someone had relieved him of all his open change (about \$14.00) while he was slumbering.

Harvey Adams, who used to be a laborer at the reclamation plant, but now a busy farmer near Billings, dropped by to say he had been successful this season on the farm and was looking for customers for some of his products.

Frank Herman has been on his farm at Peirce City, Mo., during his lay-off the past two months. Frank has gained ten pounds while away and says if he had not been molested for a while longer, he would have gotten fat.

Andy Long went up into Western Iowa, not far from Omaha, Neb., and shucked corn for awhile with some of his old acquaintances, while he was laid off, but hurried home again when he received the telegram to return to work. He reports that crops were fair.

John Evans, accompanied by Mrs. Evans and son, Larry, visited in Chicago with relations this fall. Mrs. Evans and Larry remained for a while longer, after John was called back to work.

The reclamation plant employes join the writer in offering condolence to Orville Becker, in the death of his brother, Arlie, which occurred on East Division Street Road, following an automobile accident. Another brother was also injured at the same time, but has recovered.

W. C. "Jack" Frost spent some time this month in the Frisco Hospital, taking treatment for injuries sustained in an auto wreck he was in near Nevada, Mo., about a year ago. Mr. Frost is loud in praise of the hospital staff at St. Louis.

Uncle Joe Clemens, laborer on Mr. Pence's gang, is confined in the Frisco ward at St. John's Hospital. Uncle Joe is very ambitious and energetic for a man of his age, and dislikes very much to have to remain in the hospital. We hope to soon see him back at work.

V. J. Rutherford says he utilized his vacation by improving his new home in the southeast outskirts of the city; and by the way, Mr. Rutherford and wife received many complimentary remarks about the new home they have recently completed.

George Gippert is sure strutting his feathers. He and his hunting partner were able to defend themselves against an attack of five Canadian honker wild geese on James River one morning this fall, bringing down four out of the flock of five.

We are informed that Fred Thies,

blacksmith, has accepted a position as deputy constable under Sam Reed, in North Campbell township. Mr. Thies has been unable to work at his trade the past year, due to illness. We hope he likes his new employment, and are sure that he will make an efficient officer.

Henry Warren paid a visit to his daughter and son-in-law at Tulsa, Okla., this fall, while the lay-off was in style. Henry reports that he gave a ride in his car to a pedestrian on his return trip and persuaded him to ride the Frisco from Springfield to St. Louis, instead of going by bus as he had planned to do upon reaching this city. Mr. Warren has a gifted tongue and never fails to laud the road he works for, and asks for prospective business when an opportunity avails.

Mr. and Mrs. Charles Hedley have returned from a long visit to the Pacific Coast. They report visiting on their route their son, who is a school teacher at Dodge City, Kans. They went over the Denver & Rio Grande, up the famous Royal Gorge to Salt Lake City, Utah, where they viewed the Mormon Temple before going to San Francisco. They spent several days in and around Oakland and Los Angeles and went to hear Aimee Semple McPherson preach. On their return trip, they visited Phoenix, Ariz., and El Paso, Texas, and returned via Southern route. Mr. Hedley states they enjoyed their trip very much and wished they could have remained longer.

LOCAL No. 5—ST. LOUIS, MO.

ROBERT W. REED, Reporter

Local No. 5 held a dance on October 17 at the Moose Hall in Maplewood, Mo. There were about one hundred and fifty of the members and their families present and all were quite sure that they never had a better time. Piping hot coffee and sandwiches were served, along with cake and other trimmings. Guests of the evening were: Frank Junkins, division chairman, F. J. Gibbons and wife, C. W. Boggs and wife, and Frank Macormac of the supervisory department. Music for round dancing was furnished by the Royal Serenaders Orchestra, and music for square dancing was furnished by the Burch Orchestra, of which Rancey Burch is the leader.

Local No. 5 held a regular meeting on Friday, November 7, with sixty-two members present and selected their candidates to be elected to hold local offices in 1931. At this meeting the remaining last two eligible employes presented their applications for admission to membership. This makes Local No. 5 one hundred per cent organized, as every regular assigned employe in the locomotive and car department are members, and with the exception of just one member all are in good standing. Let's give Local No. 5 a hand.

In St. Louis County there are fifty-one charitable organizations that are united to serve one common purpose, and once each year all able citizens are asked to contribute to a Community Fund, the said contributions to be used to relieve the distress and less fortunate citizens. The Frisco boys at Lindenwood, this year, are going strong on donations, and it is estimated by Chas. C. Connelley, keyman, that this year's contributions will exceed last year's by thirty per cent.

The quail will suffer this season in Polk County, Mo., as our able marksman, Neal O. Garner, at this writing, is hunting in that section of the state.

On the evening of November 11, twenty of the mechanics, helpers and apprentices met in Mr. Fickes office for the purpose of organizing an apprentice school, classes to be held twice monthly. The meeting met with much enthusiasm. It was decided to hold class the second and fourth Friday of each month. The instructors will be picked from the various supervisors and especially trained mechanics. Interstate Commerce Commission rules, valves and valve gears, air

and automatic train control, and general laying out and erecting work, as well as methods of machining will be the subjects taught.

Max Hosang met with a painful accident on October 22. While laundering out an air pump on a locomotive a plug in the lye-water tank was removed and lye water was thrown in Hosang's face and eyes. Fortunately no serious damage was done except pain and loss of time. Max was off duty about ten days.

Neal O. Garner, wife and daughter returned from Birmingham, Ala., October 20, after a week's visit at the bedside of Garner's father, and reported that his father was not much improved.

We have the word that Leon Amos slipped off about the first of the month and got married, but have not as yet learned the bride's name, but we will presume that it is Mrs. Amos. Congratulations!

Fred Barnett, machinist, formerly of Springfield shop, and Meyers, locomotive inspector, both of Oklahoma City, were visitors recently at the Lindenwood Shops.

Local No. 5 extends their sympathy to H. D. Plummer and family, through the death of E. L. Smith, of Cook Station, Mo., father-in-law of Mr. Plummer, who died October 17.

Rancey V. Burch, blacksmith, was off and in the hospital for about two weeks, battling with an attack of pneumonia. Rancey is back on the job now and feeling much improved.

Cecil McCracken tells us about the swell duck supper that was held on November 6. Those present were Mr. and Mrs. Jack Rubin, Mr. and Mrs. Sam Fowler, Mr. and Mrs. Sweetin, Mr. and Mrs. McRoberts, and Mr. McCracken. The supper was held at the home of Mr. Sweetin, and the providers of the luscious meat were Mr. Sweetin and Mr. McRoberts, who shot six ducks and eight rabbits.

When Randy Pearman and wife were out for the evening, a crowd of the boys and girls gathered at their home on October 25 and surprised them with a party and dance.

The gang at the Lindenwood roundhouse got at their old tricks again and purchased two brand-new steer hide Gladstone traveling bags, with all the trimmings for shaving and washing up and teeth cleaning, etc. One of the bags was presented to William Bernard Murney, who, having been assistant foreman of the passenger department, was transferred to North Springfield to become general foreman. The other bag was presented to Frank Macormac, former timekeeper at Lindenwood, who accepted a similar position at Newburg.

The writer's mother, Mrs. Clara J. Bootman, of Springfield, is visiting with Mr. and Mrs. Robt. W. Reed at Maplewood, Mo., for a few weeks.

Mr. and Mrs. Wade Melton, visited in Springfield a week with the home folks the first part of November.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSIE L. BRANDON, Reporter

W. E. Breashear, car foreman, whose daughter, Edna, has been confined to a hospital in Dodge City, Kans., for some time, on account of a serious operation, reports she is doing nicely and will be out of the hospital in a few days.

Roy Twigger, inspector, was off sick for a few days. Glad to report him back on the job.

Ben Dinney, car oiler, was off the third and fourth of November, moving. He says it is quite a job to move.

D. B. Barclay, inspector, was off one day, bird hunting. He reports a nice time. Mrs. F. J. Brown, wife of car inspector, and daughter, made a visit with friends and relatives in and near Springfield, Ill. They report a nice trip.

Wm. Duncan, section foreman, South Springfield, is still having good success

ting business for the Frisco. He has insured several passenger fares; on November 13, he got one passenger fare from Springfield, Mo., to Cherryvale, Mo. He went to the party and induced him to ride Frisco train No. 106, instead of riding the bus.

We are glad to see Mac Wells back on the job again after being off four days on account of a very sore throat. H. C. Swenney, inspector, was off for few days, nursing an injured hand. Glad to report him back on the job again.

YALE CAR DEPARTMENT

A. R. SPRINGER, Reporter

The task of dismantling 650 cars at Harvard, Ark., under the direction of Uncle "Jimmy" Mathis, wrecker foreman of Yale, is almost completed and we hope the 35 men now employed over there can be given work here when that job is completed.

The smiling face of Alber Gunn, car clerk, who resigned October 15, is missed by all. In appreciation of the faithful service rendered by Mr. Gunn for the past seven years, the employes presented him a beautiful gold watch and chain, also a fountain pen. The colored employes' token of appreciation was a Stetson hat. We all hope Mr. Gunn won't forget us and will call on us quite often.

Evert M. Hansen, of the master mechanic's office, filled the vacancy left by Mr. Gunn. We hope he will fulfill this position as well as Mr. Gunn did, and we are sure he will.

Mr. and Mrs. Paul Pape, steel car repairer, and wife, returned from a week's visit spent with relatives in Ft. Scott, Kans.

R. C. Keel, car carpenter, recovered his car way down in Mississippi. The bandits were also captured.

Mr. and Mrs. Walter Dold, steel car repairer, and wife returned from a week's vacation spent with Uncle "Zeek" in Paragould, Ark. Walter helped Uncle "Zeek" dig sweet spuds and hunt hickory nuts. Walter "sho" do like his hickory nuts and sweet spuds.

All the car department employes wish to extend to B. M. Henney, in the office of the master mechanic, their deepest sympathy in the loss of his mother.

Mr. and Mrs. M. Hansen, of Willow Springs, were week-end visitors at the home of their son, Evert M. Hansen, car clerk in the car foreman's office.

The rebuild yard opened up the first of November for general repairs to fifteen 55M series coal cars. This put back to work about 11 additional men.

JOPLIN, MO.

R. C. FLETCHER, Reporter

C. E. Wright, traveling storekeeper, was here on the 17th of October.

Visitors at the roundhouse the past month included W. F. Brandt, assistant master mechanic; W. B. Berry, master mechanic, and Mr. McCaffery, general car foreman.

Y. M. Black, former storekeeper here, but now of Wichita, was here the last ten days of October, assisting A. L. Franklin in the taking of inventory. Mrs. Black was here with her husband, visiting her daughter.

U. C. Boyd, supply man, was painfully injured on the 24th of October, when he fell from the top of a locomotive he was cleaning. In falling, he struck the running board and bounded against a steel box on the side of the round house, his ribs striking across the corner of the box. He received a complete fracture of one rib and a partial fracture of another. His job at the roundhouse is being filled by J. D. Bryant.

Local No. 9 had a real meeting on the night of the 11th of November, the first real meeting for some months. Officers were elected for the ensuing year, and are: L. O. Foster, president; H. R. Jones,

vice-president; D. A. Hubbard, secretary; R. C. Fletcher, treasurer, and Jess Wilson, chairman of the Flower Committee.

Ruth Yards car force has suffered another cut when Mr. Gielt, car inspector, was laid off on November 11.

Death, in the past month, has claimed another of the Frisco's faithful sons, the second in as many years. Addison W. Nelson, inspector at the roundhouse, was the last member of the immediate family to be called. Mr. Nelson moved here from Neodesha, Kans., in 1927 and assumed the duties of inspector. He had been in continuous service of the Frisco for 27 years. He was roundhouse foreman at Bessie, Okla., for a year and a half before going to Neodesha as foreman. He was in Neodesha for about 24 years as foreman. He came to Joplin in 1927 and was engine inspector here until his death. Mr. Nelson took sick on September 16 and after several weeks without improvement was taken to the Employee's Hospital at St. Louis on October 7, and on Tuesday, November 4, died. His wife and family, of two daughters and a son, were at the bedside.

Mr. Nelson was much devoted to his family and a great worker in the Methodist Church. Rev. Edmonson, pastor of the First M. E. Church of Joplin, went to Neodesha and conducted the funeral services, assisted by Rev. E. C. Anderson, pastor there. The services were very impressive and attended by a large crowd of friends.

Among the friends at Joplin who were to the funeral were Mrs. H. B. Wilson, Mrs. Port Carrithers, Mrs. Spindler, Mrs. Chas. Hazzard, Mr. E. L. Sharp, Mr. W. H. Rhines, Mr. Loyd Lackey, Mr. A. M. Strum, Mr. H. E. McKenzie and Mrs. Geo. L. Seanor and son, George, Jr.

Niel Wilson, air man of Springfield west shop, is working as night machinist and E. L. Sharp, former night machinist, is working on the inspector's job vacated by Mr. Nelson's death.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Local No. 1 held a Halloween party Friday evening, October 24, having one of the largest turnouts to ever assemble in the hall, and a fine evening was enjoyed by everyone present. A feature of the event was the musical numbers put on by Roy and Roscoe Stone of the North Roundhouse. These brothers certainly can do their stuff on the violin and guitar. Pumpkin pie was served by the Ladies' Auxiliary. Your reporter, being a night man, missed all of this, to his regret.

Adolphus Florence, supplyman, third shift, is viewing Indian Summer scenery of the Ozarks from a new Ford coach which he recently purchased.

Mrs. Fenton Coleman has the sympathy of the roundhouse employes in the loss of her mother whose death occurred very suddenly while visiting here from her home at Marionville. Mr. Coleman is a locomotive inspector.

Mrs. Vernie Meisinger has been very ill and is confined to a local hospital. We have no late reports on her condition, but hope she is improving. Mr. Meisinger is a locomotive inspector of the second shift.

Orville Larrimore, machinist, was recently off several days on account of the illness and death of his grandmother.

Luther Cage, machinist apprentice, and Rudy Cage, boiler-maker, are mourning the death of their father—which occurred October 1. The deceased was for many years tool room attendant here. Failing health caused him to resign several months ago. Luther and Rudy, as well as all other members of the family, have the sympathy of the roundhouse employes.

Mrs. Leo Kachel has the sympathy of everyone in the death of her mother,

which occurred during the past month. Mr. Kachel is a cinder pit man.

Mrs. Earnest Jackson is slowly improving from an attack of the "flu." Mr. Jackson is a third-shift boiler-maker.

Geo. Luke, machinist on dead work, is at present spending sixty days' leave in sunny Florida.

Mrs. Luke Watson is at present confined to a local hospital, where she underwent an operation for appendicitis. She is improving nicely at present. Mr. Watson is a third-shift fire-knocker.

William Kimble, tool room attendant, recently traded his property on Garfield Street for an eighty-acre farm near Richland. We don't know whether Mr. Kimble intends to be a farmer or not.

LOCAL No. 17—TULSA, OKLA.

H. C. PRICE, Reporter

Jack Powell, boiler-maker, has returned to work after three weeks' illness.

I. D. Henry, son of coach carpenter, is confined to Morningside hospital account injury received playing football. We wish him a speedy recovery.

John Lear is wearing a big smile on his face these days, account of a new face at his house, a twelve-pound boy. Congratulations to Mr. and Mrs. Lear.

M. James, rod cup man, and family are spending a few days visiting in Oklahoma City.

Felix. Bowles says, always find a place to park if you stop your car up-town. Double parking cost him a five dollar fine, recently.

Bill Coy, piecework checker, is spending a few days visiting in Springfield.

John White, general chairman for Southwestern division has a new Auburn sedan.

L. O. Davidson, locomotive inspector, has a new Chevrolet sedan.

Clay Crawford, carman has been driving a new Ford coupe around.

Ralph Blackburn, machinist, formerly of Springfield, reports a big girl born at Morningside hospital. Congratulations to Mr. and Mrs. Blackburn.

W. C. Timbrook is wearing a big smile around. A new girl, 8½ lbs. Congratulations!

Raymond Holman, machinist, was called to Henryetta recently, account death of his nephew.

Frank Junkins, general chairman Frisco Association, paid us a visit the 11th of November. Welcome, Frank, call on us again.

Al Charron and wife have moved to West Tulsa. Al, also has a new Ford coupe.

Tom Herzer, boiler-maker, is off duty account illness.

Local No. 14 met, November 3rd, with a large attendance to nominate officers for the coming year. We are looking for another large crowd election night.

W. H. Ray, machinist, is off sick in Springfield hospital.

Frank Morgan is home from St. Louis hospital; spent a week visiting in Tulsa.

**WATER SERVICE DEPARTMENT
SPRINGFIELD, MO.**

CLAUDE HEREFORD, Reporter

Arthur Buck was called to Hartville, recently, by the serious illness of his father. We are glad to report his condition greatly improved.

Seems as though an epidemic of new cars struck this department, recently, as W. C. Losey has acquired a new Chevrolet six since our last writing, at which time we reported two others.

W. A. (Beagle) Marrs and family recently visited with Mr. Marrs' grand-

father in Arkansas. Bill says that on some of those hills down there he had to put hinges in the car frame before he could get over the top of them.

They report a very enjoyable trip and of course a splendid visit.

The road gang worked in Springfield several days the latter part of October.

Miss Ruth Buck, daughter of Mr. and Mrs. Arthur Buck, is enjoying an extended visit with friends and relatives in Oklahoma City.

Mrs. Minnie Marrs, mother of Wm. Marrs suffered the complete loss of her household goods and stock of groceries by fire, November 3rd. We extend sympathy.

Kenneth Adams of Monett visited this shop for a short while, recently. He spent a few days with his parents here.

The small son of Mr. and Mrs. Henry Potter has been suffering from a severe sore throat, but is much improved at this writing.

Chancey Buckmaster and Clyde Hamby spent the opening day of the quail season in the field, or rather fields, and after covering something like 300 acres quite thoroughly, "Ham" finally succeeded in beating "Buck" by one bird. Score 1-0.

W. H. Brooke, assistant foreman, is having a new heating plant installed in his property at Cape Girardeau. The writer has also completed the installation of a furnace in our home here.

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

Chas. D. Crane, pensioned engineer, and wife, have now moved from this place and making their future home in Springfield.

Dow Davis, blacksmith of Amory, Miss., was called here on account of the death of his cousin, Mrs. Cockman.

Mrs. W. F. Fickie, wife of conductor, was visiting friends at Willow Springs. Riley Frey, machinist, was sight-seeing in Pensacola, recently.

Rubin Holmes, machinist, is still on the sick list, but improving. Hope to see him back on the job soon.

E. J. Marik, night freight man, is off for 60 days account of his mother meeting with a serious accident. J. R. Fenwick is relieving him.

H. W. Miller, cashier, is off for a week's duck hunting. C. M. Russell of Amory, Miss., relieving him.

C. E. Maxwell, fuel foreman, is now on a visit to Kansas City. W. M. Andrews filling vacancy.

Mack Beard, pumper, is now in the Springfield hospital for a minor operation.

Jack Madden, coal chute laborer, was off for a few days, account of the death of his niece at Mammoth Springs.

Mrs. Wm. Mogan, wife of cashier at Marked Tree, Ark., was visiting her mother.

Waymon Thomas, cashier, and wife of Jasper, Ala., was called here on account of the death of his mother.

A. W. Andrews, coal chute laborer, was in Springfield, to hear the vice-president talk.

Sam Reeves, pumper, has now purchased a new domicile.

Mrs. F. G. Schratz, daughters, Katherine and Leona, are visiting Mrs. Sal Pfeffer at Running Lake, Ark.

V. V. Miller, operator at West Plains, who has been to the Mayo Clinic, is again on the job.

201 car loads were received at West Plains during October, of which 125 cars were feed, there being quite a scarcity of car load shipping this past October over a year ago, this due to heavy drouth. Considering everything, business around the Plains has been very good. For week November 9th, have shipped three cars cream to eastern markets, East Cambridge, Mass., Dewart, Pa., and Philadelphia, Pa.

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Wilbur Ayers, day air man, and wife, motored to Council Grove, Kansas, to spend the week-end of November 2nd.

Mrs. R. D. Richards entertained with a Halloween party in her home the evening of October 30. The evening was pleasantly spent in telling ghost stories and playing cards. Refreshments were served at the close of the evening, with the following enjoying the hospitalities: Mr. and Mrs. Elmo Sistrunk, Mr. and Mrs. B. G. Adams, Mr. and Mrs. C. C. Bong, Mr. and Mrs. Wm. Phillips and Mr. and Mrs. H. H. Fuller.

Leonard Dague, night roundhouse caller, is on the sick list at the present.

Foreman Lamb and his paint gang have about completed painting the roundhouse and other shop buildings, both inside and out and all property looks nice and clean now.

Wm. Phillips, general foreman, spent several days in Springfield, recently.

Basket ball season is about here again, and there is a movement to have another team in the city league again this year. Let's all get into this, and boost for a winning team. Come on everybody!

Frank Raab, and wife, former employee of the car department, but now in the automobile business in Canton, Okla., attended the tacky party given by the Ladies' Auxillary of Local No. 8, on the evening of November 3rd.

M. A. Wagoner, machinist, and wife are entertaining Mr. Wagoner's mother who is visiting them.

Frank Holeman, roundhouse foreman, was a recent Springfield visitor.

C. P. Clark, sheetmetal worker, is building a house on his property north of town, preparatory to moving into same.

T. E. Carter, Sr., air man, and wife, spent Sunday, November 2nd, in Fairview, Okla., visiting with their son Clifford and his wife.

CAR DEPARTMENT FT. SCOTT, KAN.

JAS. N. HARGROVE, Reporter

Hunting season is open and several of the boys have been enjoying the sport, although the first day of the chicken season was rather damp, as it rained all day and our boss, Eugene Moore and Jas Sullivan, triple rack man, came in with a hard luck story, but no chickens.

Mrs. L. J. Graham and daughter, Juanita, wife and daughter of L. L. Graham, lead car man, spent the week-end in Birmingham, visiting Mrs. Graham's mother.

We wish to express our sympathy to Mr. Norris and family in the death of Mrs. Norris' mother who lived in Nevada, Mo.

Miss Meta Barnett, daughter of Jas Barnett, air brakeman, has been visiting friends in Kansas City, Mo.

William E. Elder, laborer, has returned to work after being off since September 25th, account illness. Bill is looking fine and seems quite natural to have him back on the job.

Conard O. Blevins, coach cleaner, has been off for some time, suffering from a severely sprained ankle, which he received stepping from a mail car, while performing his regular duties. We hope to see Mr. Blevins back on the job before long.

Jas E. Hunt, car inspector, and wife, spent the week-end visiting friends in Conway, Mo.

Mrs. Tom Lybarger, wife of car carpenter, has been visiting in Kansas City.

We are glad to report that Mrs. Albert Vasser, who is in the Ft. Scott hospital, is improving and we hope she will be able to return home soon.

Geo. Shepherd, former wrecker engineer at this place, is in the hospital suffering with heart trouble and is very low at this time.

Mrs. William McKinley, wife of air brake man, had the misfortune of falling from a ladder and sprained her knee to the extent that she is compelled to have it in a cast.

LOCAL No. 24—AMORY, MISS.

RAYMOND F. DEES, Reporter

N. O. Garner, of St. Louis, was a recent visitor at the home of his brother, Roundhouse Foreman F. J. Garner.

L. D. Davis, blacksmith, was called to Thayer, Mo., account death of a cousin.

J. H. Branan, machinist, has been on the sick list for several days.

Glad to report Roundhouse Clerk A. R. Holmquist is back on the job after a slight illness.

Mrs. G. H. Threlfall, wife of night roundhouse foreman, is taking treatments at Springfield. We wish Mrs. Threlfall a speedy recovery.

We regret to learn of the death of a dear friend, E. C. Jacobs, engineer on Birmingham Sub division.

LOCAL No. 18—BIRMINGHAM, ALA.

W. A. MYERS, Reporter

J. Ash, machinist, made a trip to Springfield last week.

D. J. Cutcliff, boiler foreman, has purchased a new Chevrolet sedan.

We are glad to see Charles Kennedy, pipefitter, back at work with us again, after being absent for quite some time on account of illness.

C. A. Gateley, blacksmith, is having all his teeth extracted. He will be hard to get along with for the next three months, since soup will be the extent of his nourishment.

C. Fleck, welder, has been off from work all week serving on a jury.

Gene Purdy, electrician helper, has been playing big time vaudeville at the Pantages theatre, during the last few days.

The night school for the Frisco shop employes is being held at the Y. M. C. A., it is progressing very nicely and all who attend will surely derive a benefit therefrom.

E. E. Roberts, air brake man, visited Heflin, Alabama, recently.

Julius Robbe and Paul Connelly, machinists, went hunting the other day and they had the misfortune to meet with a government bear. He said "woof" at them to the tune of \$20.00.

We were honored by a visit from Frank Junkins, system chairman, last week.

A good attendance was recorded at the last meeting of Local No. 18 when candidates for the various offices of the local were nominated.

AGENT'S OFFICE BLYTHEVILLE, ARK.

MARTHA REYNOLDS, Reporter

Bob Kammer of Cape Girardeau is working on the temporary clerk job at Blytheville.

Miss Lorena Bollinger, former stenographer of this office, spent the week-end of November 16th visiting with friends in Blytheville.

Mr. and Mrs. Bob Kammer of Cape Girardeau are the proud parents of a baby girl. She has been given the name of Joe Kathryn.

Mrs. J. Ryker is employed as stenographer in office at Blytheville.

Mr. and Mrs. G. D. Gorham are parents of a new baby boy.

Mr. and Mrs. Chas. Johnsen and family spent Sunday, November 1st, in Hayti visiting with Mrs. W. P. Meatte, mother of Mrs. Johnsen.



Frisco Family News

EASTERN DIVISION

OFFICE OF AUDITOR—DISBURSEMENTS, ST. LOUIS, MO.

CELESTE OGE, Reporter

The vacation season is quickly slipping by and news is scarce this month, but the following remarks will let you know that this department is still in existence.

Elizabeth Filbin and Ida Kolodny spent the week-end of November 1 in Chicago.

Irma Guerdan spent a few days of her vacation resting at home.

Jos. F. Sondag and wife took several trips over our line, one to Kansas City and another to Enid, enjoying the same immensely. Joe states that the new depot at Tulsa will certainly be a "Jim Dandy."

We still continue to hear the fish stories. George Bullerdick, just back from a few days' vacation, tells about the big ones he caught. What about the photograph, George?

A number of employees witnessed the Londo-Dusek wrestling match, among them M. H. Grote, Havert Bird, Joseph Sondag, George Bullerdick, Curtis Lewis and Maurice Roush.

CLINTON AND OSCEOLA SUB

MRS. A. W. LIFFEE, Reporter

We had our first snow October 19. Quite early for this section of the country, although records show in 1908 it snowed on October 12.

Mrs. Dan Duden, wife of Engineer Duden, died October 10. Mrs. Duden had been ill several months. We wish to express our deepest sympathy.

Mrs. W. S. Knapp, wife of Engineer Knapp, returned recently from Dallas, Texas, where she was called due to the fatal illness of her father, W. H. Smith.

Our new traveling engineer, Jim Hayburn, made his first visit on the Highline the last of October. He succeeds Geo. Dillard, who has retired.

Oleta Loafman, daughter of Engineer Loafman, visited in Morrisville the past week.

Mrs. Jim Eib, wife of Fireman Eib, spent the week-end in Springfield. They are moving to Kansas City, as Jimmy has a night run with layover there. We are sorry to lose them.

Brakeman W. H. Johnson is off on account of sickness.

Mrs. H. L. Young, wife, and children of Fireman Young, spent a week-end in Kansas City.

Jaba Hood, one of the Highline's popular brakemen, was taken to the hospital in St. Louis, recently, and operated on for appendicitis. We are glad to report he is getting along nicely and expects to be home by Thanksgiving.

Frank Cashman, brakeman, is on the sick list.

H. W. Baldock, brakeman, was taken suddenly sick and was brought to his home here. We are glad to report he is recovering. Mr. Baldock was on the passenger run.

Mrs. Joe Meierotto, wife of fireman Meierotto, is visiting her mother in Greeley, Colo.

Charley Yeagger, fireman, who has been on the main line, has taken a night run here, and is moving to Kansas City, where his layover is.

Jim Staples, conductor, is on the sick list.

Miss Eva Hood, from Kansas City, has been visiting her parents, Mr. and Mrs. W. J. Hood, here. Mr. Hood is a fireman.

PURCHASING DEPARTMENT ST. LOUIS, MO.

W. L. RITTER, Reporter

We were sorry to learn of the passing away of John C. Banks, one of our tie inspectors, on November 8th, 1930. Our deepest sympathy is extended to the bereaved family.

E. W. Gatzert is the proud father of a baby girl, born November 11th, 1930. Mother and baby are doing fine. Congratulations!

Our Clark Pinkerton, assistant to Herb Clay, the office electrician, has been limping around in his bedroom slippers with an ingrown corn. He says it is only a flat wheel, but we think it is the whole truck that is flat.

Irwin Wegener, the office radio announcer, is to take part in another play given by the church he attends. The play is entitled "Ten Nights in Belle-ville". He takes the part of the foam on a pre-war stein.

Martin Hickey had an attack of neuritis and we are all wishing him a speedy recovery.

Irwin Wegener leisurely strolled into a Belleville barber shop the evening before Armistice Day and was about to get into the chair, when, as Irwin tells it, "They told me it would cost 10c more before a holiday, so I waited." Continuing he says—"That's a funny way, ain't it?"

R. B. McBride seems to be one of a committee to arrange a trip to Decatur, Illinois—we wish him luck.

Grace McEvoy and Margaret Cowan are attending dancing school—and boy, how they can sing.

R. E. Drake's football team seems to be a flop since tie inspectors A. J. Patterson, Walter Paul and Mat Berger went into the movies.

AGENT'S OFFICE, MONETT, MO.

PEARL E. LEWIS, Reporter

Frank L. Kyler, switchman, spent several days in the Frisco hospital this month.

Mrs. Charles J. Kunz and son Charles Jr. of Dixon, spent several days in Monett recently with Mr. Kuntz, our newly appointed agent.

Carrol DonLavy, caller, has been on the sick list several weeks, but is reported as improving.

George Brown, third-trick operator, MO office, has gone to Franks, where he had bid in a position.

A number of our officials were in Monett, October 29, to be present at a meeting held in the City Hall auditor-

ium, when George Morris was presented the loving cup and with Ellis Nunneley, were given \$25.00 in gold for their part in winning for Monett the prize flower garden on the system.

Mrs. A. M. Trimble, wife of our cashier, accompanied her cousin, Miss Edna Greer of Pierce City, to the Mayo Clinic at Rochester, Minn., the first of November.

Claude Hudgen, who has been working as counter clerk in store department, for the past several years, has been displaced by a senior employe and has gone to St. Louis, where he will work in the same capacity.

Operator G. W. Brown's suburban home and entire contents were destroyed by fire, November 1st, while the family were visiting in Pierce City. The origin of the fire is unknown.

Clarence H. Heying, former car clerk at this station, is now filling the position as bill clerk in the yard office at Newburg.

J. H. Shockley went to Muskogee, Okla., November 2nd, to attend the funeral of his niece, Geane Shockley.

George Morris, the 1930 prize gardener, has carefully dug and packed all of the bulbs in the Monett gardens and placed them away for safe keeping during the winter. He says he expects our 1931 gardens to be more beautiful than ever.

Earl Aulger, for a number of years the accommodating ticket-cashier at this station, was displaced when the operators were moved to the ticket office and Mr. Aulger is now a bill clerk at East yard office.

TELEGRAPH NOTES OF EASTERN DIVISION

HELEN FELLOWS, Reporter

R. E. Essman worked agency at Valley Park for some time, relieving J. W. Zimmerman.

B. T. Bruton relieved G. R. Pamplin, agent Northview, a few days.

R. E. Abbott has resumed work after a year's leave of absence, account ill-health. He is working at HO Tower Grove. Glad to see him back on the job, and hope he is able to stay with us this time.

R. Wills, who had been working at TO bumped H. A. Atwell, working second trick S. E. Junction.

George Greener, second trick SP Springfield, is on sick list again—in hospital. He is being relieved by extra operator Wilkes.

Third trick at Republic was pulled off, thereby giving Homer DeBerry a bump. He bumped A. H. Owens, third trick Stafford, who, to date, has not placed his bump.

G. W. Brown, third MO Monett, had the misfortune to lose his house and all his furniture by fire. We sure hated to hear of his bad luck.

P. E. Paulsell, who has been working extra in S office, Springfield, since early in the summer, has been cut off, and has returned to the extra board on line. At present he is working third trick Franks until G. W. Brown, who bid job in, returns from a trip to Texas.

L. M. Roach, third trick Cuba, is the proud father of a nine-pound boy. He says they haven't decided on a name

for the boy yet. Congratulations, Lee. Miss Lovetra Shepherd, daughter of E. B. Shepherd, third trick SP Springfield, was married November 8th to J. L. Bradley of New Brunswick, N. J.

W. W. Lemons, first Newburg, was off one day account illness of his mother. At present writing he reports her improving nicely. He was relieved by Frank DeBerry.

Homer DeBerry, third Strafford, and Forrest DeBerry, third St. James, are both off account illness of their mother. Hope to hear good news concerning her when they get back.

T. G. Hart, agent at Belton, bid in agency at Lebanon. This throws Joe Lick back on his regular job, third trick Lebanon.

Wilford Eoff, who has been working third NA Lebanon, was off a day or two account illness of his mother, who was taken to a hospital in St. Louis for an operation. Glad to report she is recovering.

Quail season opened with several bangs, but not very full bags, according to the Nimrods along the Eastern division.

OFFICE SUPT. TERMINALS SPRINGFIELD, MO.

NORMAN HINDS, Reporter

J. W. Carroll has returned to his duties after being off duty several days due to illness.

C. R. White, accompanied by his family, has returned home after enjoying an extensive trip to the western country. While on their tour they visited relatives in Denver and Sterling, Colo.

George Briles has been on a vacation the past ten days. During his absence Frank Parker is working Mr. Briles' position.

Fred Kelly is back on the job again after being off duty several days receiving medical attention.

C. R. Bortle, after several days on the sick list, has reported for duty.

Ollie Epperson has returned to work after an absence of a week during which time he was forced to undergo a minor medical operation.

C. L. Willis, night assistant yardmaster, recently enjoyed a two weeks' vacation. C. E. Hoesy substituted for Mr. Willis during his absence.

Mr. and Mrs. Ben Casselman announce the birth of a baby. Our heartiest congratulations are extended the parents of the youngster who has been named Sylvester Adolph.

F. L. Baron has stopped walking to work and has invested in a high-powered automobile.

Mr. and Mrs. J. D. Clark and small son recently enjoyed a lengthy vacation spent in the south visiting relatives in New Orleans, La., and St. Louis, La., and other gulf points.

Virgil West, extra switchman, has resigned his position, effective November 10, but we wish him the best of luck in his future endeavors.

J. G. Richardson was called to Chicago recently on account of the death of an uncle whose funeral he attended.

V. M. Finkenbinder, extra switchman, has resumed his duties after an absence of several days which he spent in a dentist's chair.

J. W. Johnson has been absent a few days on account of illness but has resumed his duties after taking the prescribed medical treatment.

G. C. Tucker has been taking his vacation which he is spending enjoying home life.

Homer Dennis is back on the job after being off duty a fortnight on account of illness.

Otto Simon created some comment recently when he drove to work in a new automobile of the same variety as the one he has been driving the past six years.

C. C. Ellison, not to be outdone by Simon, also showed up one day with a new car.

C. H. Anderson, weighmaster for the past thirteen years, was retired November 1 on account of reaching the age limit of 70. C. C. Ellison succeeded him on the scales and Ellison's successor as train checker was Joe Westfall.

Alex Dale, who has been employed at the freight house for several years, has bid in the 4 p. m. bill clerk position in the yard office.

Mrs. J. H. Martin, wife of Southern division conductor J. H. Martin, is reported well on her way to recovery after being seriously ill for some time. The best of wishes are given Mrs. Martin for a quick and complete recovery from her sickness.

SPRINGFIELD FREIGHT DEPOT

M. M. A. LARKINS, Reporter

We are sorry to lose from our office Howard A. Dale, efficient yard clerk, who has bid in position in North yards.

Mrs. Bessie Dickerson was a Kansas City visitor October 20.

Mrs. Geo. Wiley is planning visit in Clinton and St. Louis soon.

Letter received from Miss Ethel Copeland, now in the revising bureau at Memphis, indicates she is pleased with her new duties.

Attending the Frisco Girls' Club charity bridge and pinocchle party at American Legion home, 17th, will be the following from this office: Agent and Mrs. C. O. McCain; Misses Mae Lundstrum, Myrtle Pearson, Marie Devine; Mrs. Bessie Dickerson and daughter and myself.

FUEL DEPARTMENT ST. LOUIS, MO.

LOUISE GIBSON, Reporter

A meeting of the supervisor of fuel economy and fuel inspectors was held in Mr. Collett's office on November 17, the following being in attendance: Mr. C. E. Bissell, fuel inspector, Pittsburg, Kan.; Mr. D. B. Reed, fuel inspector, Birmingham, Ala.; Mr. M. H. Rodwing, fuel inspector, Tulsa, Okla.; Mr. J. H. Curry, supervisor fuel economy, St. Louis; Mr. G. L. Schneider, supervisor fuel economy, Sapulpa, Okla.; Mr. P. V. Hammersly, supervisor fuel economy, Ft. Smith, Ark.; Mr. H. T. Conley, fuel inspector, St. Louis; Mr. H. E. Martin, chief clerk and Mr. F. X. Nachtmann, mining engineer.

Miss Eleanor Finn and Mr. Ted Buermann have left service account reduction in fuel department office force. We are very sorry to give them up and are looking forward to having them back with us again very soon, but should they enter other lines of business, we wish them every success.

Mrs. Louise S. Gibson has just returned from a short stay in New York where she visited relatives and friends.

H. E. Martin, chief clerk, has gone to Birmingham on a business trip. We are wondering if he saved this trip to just about time for winter to start in earnest in this locality.

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

Frisco night at the Jack and Jill miniature indoor golf course saw Miss Jessie Tulk capture the grand prize.

Misses Olive Bernet, Grack Jochum and Ann McClernon visited the new Bagnall dam site Sunday the ninth.

G. S. Danly spent several days in Humansville with his father, who was quite ill. He reports his father is some better at this time.

The opening of the quail season as usual found J. M. Connelly afield to the

no small discomfiture of the birds.

V. B. Gleaves now knows the feel of the hunted for. He has been trailed by special officers! His license number on the car in which robbers made their escape from the Frisco station at Norwood was the cause. However, Vic had been robbed of his license plates just the day before and was himself robbed, not robber. Needless to say no suspicion was held against Gleaves as soon as his identity became known.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Mrs. Harry Barron, wife of assistant engineer, was called to Jasper, Ala., last week account the serious illness of her mother whom we are glad to report is now much improved.

Mrs. G. J. Drummond, wife of signal supervisor, spent the Thanksgiving holidays with her son, Burton Lee, who is in the U. S. Navy and stationed in New York City.

Mrs. C. I. Garton, wife of assistant inspector, has returned from a visit with relatives in Rogers, Ark.

Mrs. R. J. Brandt, wife of signal maintainer at Paola, Kan., is visiting in Carthage, Mo.

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

DAZEL LEWIS, Reporter

Mayme Hindman, chief file clerk, has returned from a very delightful trip. Her first stop was Kansas City, where she attended the consecration of Bishop Robert Nelson Spencer, formerly of the St. John's Episcopal church, this city. Accompanied by her sister, she drove from Kansas City to Fayette, Mo., stopping for a brief visit with friends, then on to Jefferson City, where she spent the remainder of her vacation.

We are glad to report that Mrs. W. W. Watson, sister of Ruby Northcutt, dictaphone operator, was able to return to her home in Mountain Grove, on November 15, after having been confined in a local hospital for two weeks account of a major operation. Ruby accompanied her sister home.

Mrs. F. L. Pursley, wife of our chief clerk, enjoyed a visit with relatives in Cairo, Ill., recently.

At this writing Miss Nettie Sartori, of the voucher department, is in St. John's hospital undergoing treatment. We wish for her a speedy and complete recovery.

The tale of a Quail! Pursley, Blankenship, Cox and Company started the quail season with a bang. Being unable to obtain actual statistics, either by direct or cross-examination, we can only go on hearsay testimony. Each member of the "firm" affirm several quail were bagged. So far we know of one rabbit and four quail. It is reported that Mr. Cox allowed a vicious cotton-tail to maneuver him into a fence corner and run ferociously at him; Cox's last stand was to let him have both barrels, then knocked out the corner post, tore down the fence and escaped—it is said the rabbit died from exhaustion, with Cox far in the lead. Mr. Blankenship, being a good claim man, therefore, always considering the actual loss, without figuring such incidentals as living expenses and general overhead, found his four quail cost him fifteen dollars per head. Being a good sport and a race horse specialist, he considers they were cheap at that. As for the head man, Pop Pursley, we can only surmise and guess our guess is wrong like reaching and discarding a conclusion from reading a perfect Poker Face. On return to work he was nonchalant, non-communative, but he had the appearance of one in whom "Hope springs eternal,"

discarding all talk of drought, "no quails, no rabbits in the county, et cetera."

TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

A. B. Strain, telegrapher "S" office, and family visited in Tulsa and Bartlesville last month.

B. E. Loftis, division lineman, Clinton, Mo., visited this department October 28, and attended the Frisco Men's Club banquet at Kentwood-Arms hotel that evening.

P. E. Paulsell, telegrapher, was displaced in Springfield relay office October 22, and resumed duty on Eastern division.

F. M. Barry, telegrapher, and family visited few days in Wichita recently.

Arthur C. Erke, clerk, and wife announce the arrival of a daughter, Barbara Frances, October 25.

Mrs. Eva Diehl, PBX operator, Tulsa, has recently returned from the Frisco hospital in St. Louis. She is considerably improved in health and we are glad to know she is again on the job.

This department extends sympathy to Arthur and Edward Erke in the death of their sister, June, who passed away October 31.

A. B. Sherwood, manager and wire chief, Springfield telegraph office, was absent on account of jury duty November 17.

Everett L. Bray, division lineman, has recently been transferred from Quannah to Tahhina, Okla.

Miss Maude Gorsuch, stenographer, spent the week-end of November 15 visiting her parents in Jefferson City.

**OFFICE OF CAR ACCOUNTANT
SPRINGFIELD, MO.**

MARIE ARNOLD, Reporter

These gorgeous Indian Summer days we've been enjoying the past month have brought on the travel urge and several have responded to it and spent a part of their vacation in traveling.

Elva Fulton went to Independence, Mo., to visit Isabel Stroup, who formerly worked in this office and is now married and living there; she also visited friends in Tulsa.

Gladys Bell visited her mother near Amarillo, Texas, and her sister at Pampa, Texas, returning with wonderful tales of the two points which are not more than seventy-five miles apart—one in the wheat fields and the other in the oil fields.

Lulu Jernigan left on the 15th to visit relatives in Pueblo, expecting to return via St. Louis for a visit with friends and a shopping tour.

Those who have spent their vacations at home, Bertha Arnold and Lillian Brooks, should have all of their Christmas shopping done, and should have no more worries until the first of the year.

Amy and Mamie Bradley hob-nobbed with the school teachers at their association meeting in Kansas City the week-end of the 15th and we hope brought back our Christmas presents.

Mrs. Blanche Anderson spent two days with her sons, Nat and Cody, in Columbia, where they are attending the University, this being their Junior year; the boys are both famous at the U. for their musical work.

Two are on leave of absence from this office this month—Zula Selvidge was forced to request a leave when it was necessary for her to enter St. John's hospital for a rest and to regain her strength following a short illness.

Anna Helbig spent a few weeks in the St. Louis hospital and returned home, expecting to be able to return to work in a few days, but was unable to do so and is now in St. John's in Springfield.

THE LONG ARM OF LEARNING

THE YEAR IS 1787. The place is Philadelphia. The scene is Benjamin Franklin's library.

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Emma Granade spent a few days of her vacation at home, caring for her mother who has been seriously ill for several months.

L. D. Anderson chose a few of these perfect days to spend on vacation at home but we expect to hear him repent of it on his return, as he'll probably have to rake leaves and help with the fall cleaning.

Zella Shawley was called to the Springfield Baptist hospital one morning recently, where her father had



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been taken following a serious accident on his way to work. The front of his car had been hit and almost completely ruined and he was pinned under the rear of the car; he improved rapidly enough to be able to go home in a few days and is now well on the road to recovery.

Thanksgiving plans are the talk of the day and some of the lucky ones with vacations left are planning to include a part of their time with the holiday for a visit away from the city.

**MECHANICAL DEPT. NEWS
SPRINGFIELD, MO.**

ALTA NORTHCUTT, Reporter

Since the M. C. B. department merged with us, this office is like a bee hive. We heartily welcome back into the fold our old friends of some nine or ten year's absence, and intend to treat them so nice they will have no desire to leave us again.

S. E. Penn, of whom little has heretofore been said or written for the simple reason that he was always so busy we had little opportunity to get acquainted with him, was recently transferred from this office to St. Louis—his old home town—where he accepted a position with the Frisco in another department. We are sure Mr. Penn will soon warm his way into the hearts of his new co-workers and that his old friends in St. Louis will lose no time in looking him up.

The recorder of our "Coming and going" in this office, Waller Heck, was recently absent from the office a few days account illness. We are hoping that he did not mark all the others absent because he was not here, and leave our names off the pay roll for the same period.

While in our city recently, Mrs. Blanche Shoestall of Elwood, Neb., who was called here due to the illness of her sister, made a very pleasant visit in the drafting room—the department in which she worked until she changed her name from Rhodes to Shoestall about four years ago. Considering how well Mrs. Shoestall looks, we are not surprised that she thinks Nebraska is the finest state in the union.

During a recent close-down of the West shops Mr. Reeves' efficient secretary, Mable Boren, came to the aid of the stenographers in this office and helped us crawl out from under stacks of files. Mable is such a speedy typist that she reminds one of the proverbial cranberry merchant.

F. M. Ferbrache has proved that it pays to read the society columns. By this means he recently learned that one of his acquaintances was contemplating a trip to California and by prompt action secured a railway passenger who would otherwise have traveled by bus.

One of our perfect bachelors, F. S. Routt, says he is saving his money to get married; but another, LeRoy Prater, says the reason he has never married is that he has never found a girl who is willing to support him in the manner in which he has been used to living.

Eunice Morrow, who was among the ones in this department affected by the reduction in force recently, decided to embark for the leading metropolis of our country, New York City. She landed there on Thursday and landed a good stenographic position with an oil company on Friday. Lucky Eunice!

Flo Blevans is still puzzling over

how her name happened to be filed on the roster of a matrimonial bureau somewhere in Ohio. We'll say she sure will be hard to please if she can't decide on some of the eligibles listed in the literature she received.

Sometimes we hear a thing so often that it no longer makes an impression on us, which might account for J. C. Brekenfeld's sudden lapse of memory when he forgot the Frisco slogan, "Safety First," recently, and fired at a rabbit through the closed windshield of his car. Don't know whether the rabbit was hit by any stray bullets, but do know J. C. was hit by the back fire. Glad to report, however, that his face is bleaching out a little now.

Glenn Davis will no doubt grasp the opportunity to renew old acquaintances among his bachelor friends while his wife, accompanied by Mrs. M. A. Herzog, is enjoying a vacation in New Orleans and Pensacola.

DIVISION AND STORES ACCOUNTANT OFFICE—SPRINGFIELD, MO.

MARY NEWTON, Reporter

Glen Eelsey, of the signal department, was a visitor in this office November 12.

Miss Mary Moore spent the week-end of November 15 with her brother in Memphis.

Miss Eunice Hagerman, accompanied by her mother and brother, motored to Branson October 26.

Miss Marguerite O'Brien and sister, Bernice, attended the wedding of their cousin, Miss Helen Sheehan, reporter of Wichita, Kan., to Dr. R. J. Dittrich, November 8.

This is certainly a busy office force—annual inventory!

The Meteors are coming to the front fast and furious—answer G. J. Williams, captain.

DIVISION STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

PEARL A. FAIN, Reporter

Mr. and Mrs. Jo Earl and friends recently motored to Fayetteville, Ark., for the week-end.

Mr. and Mrs. Chas. BeVier and children recently spent the week-end with Mr. and Mrs. W. F. Memmen of Ft. Scott, Kan.

Noah Farris, trucker, was off duty several days during the past month, account sickness.

T. E. Berst, supply car man, said he played safe against robbers on his last trip, as he only took fifty-four pieces

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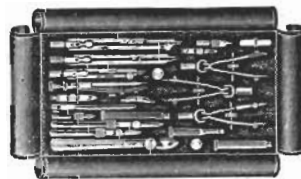
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with him, namely: a deck of cards and an extra pair of socks.

On October 23, Springfield was honored by having a dirigible visit us, through the courtesy of the Good-Year Tire Corporation of this city. The writer was one of the ones who had the pleasure of being in it and all details of its mechanism were explained but lack of knowledge as to machinery hindered in keeping such information.

We are sorry to learn that Clyde Graham, son of Mr. and Mrs. Geo. Graham, has again had to quit his school duties at Missouri University temporarily, account of illness.

Quite a few changes have recently been made due to reduction in forces, and many old faces are missing. Those who have just recently secured work on the supply cars are Henry Nelson, Dan Case and Ora Bitterick.

C. E. Wheatley, division storekeeper, and G. L. Plekle went hunting one day recently and though they spent the whole day enjoying that favorite sport, we understand the total "catch" was one bird.

C. C. Meyer, stock clerk, also Mrs. Meyer and Mrs. Mollie Ragsdall and Messrs. H. A. Lineman and James Lineman, recently motored to Schmittle Cave for the afternoon. Mr. Meyer tells us it is perhaps the most beautiful cave in this part of the country, and is located between Hartville and Lebanon. He says it is some forty feet high and thirty feet wide and side passages leading off from the main cave reach as far back into the mountain as two miles. Beautiful formations have been made from falling water.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

STELLA COMEGYS, Reporter

Our sympathy is with Mary Newton and her mother and sister in the loss of their home by fire recently. The radio was the only thing saved. All of their clothing was burned and the furniture that was not burned was damaged by water.

Glen Elsey, formerly employed in this office, was a visitor one day the first of the month.

We are quite proud of Miss Pearl Fain of this office and am sure her friends will be glad to learn that she has recently had a song published, the words of which were written by Pearl and the music by Will James of the Martin Music Company of Springfield. The song has been praised highly by those who are authority in music here in town, also by the head of the Music Department at Drury College. Copies of the music, "I Will Lift Up Mine Eyes" may be secured from Martin's Music Company, Hoover Music Company or from Pearl.

Miss Elizabeth Gibson has had to use a cane to get around for about a week, due to an operation on her right foot.

Inventory has come and gone for another year. I think none can truthfully say they are sorry.

OFFICE OF MASTER MECHANIC SPRINGFIELD, MO.

ZETA M. SIMPSON, Reporter

We're back to notebooks and pencils after a three weeks leave of absence, but memories are still lingering of moonlight on the Wabash river down in Indiana, historic old Vincennes and the golf greens of West Baden! Of course, most of the time was spent at home in South Dakota, with brief stops enroute in St. Louis and Chicago to say "Howdy" to old friends.

Ed Baron is leaving Saturday night, November 22, for a week's vacation in Chicago and Cleveland. Understand Ed is going to see one of the big foot-

ball games of the season while in Chicago.

Ed McKenna spent a week-end the latter part of October at Ft. Smith, Ark.

OFFICE SUPERINTENDENT TRANSPORTATION

EULA STRATTON, Reporter

Western Railway employes might sing "Springtime in the Rockies", but we of the gold o' FRISCO here in Springfield can sing "It's autumn in the Ozarks" and what a grand time it is where the scenery is lovely and prosperity is better than elsewhere. Savina Felin, typist, bears me out in this, for she has just recently completed a delightful motor trip to St. Louis and various points in Illinois. The weather as well as the trip was perfect.

Pearl Townes vacationed at home, just resting and "dining out," finishing with a gay week-end at Kansas City.

Mr. and Mrs. Lester Langsford and son, Lester, Jr., also visited recently in Kansas City, spending an enjoyable time with relatives there.

Mr. and Mrs. John Breckenridge motored to Columbia, Mo., November 22, for the Home Coming Week, where they enjoyed a rousing football game and other social events of the "Home Coming."

Mr. and Mrs. J. W. Dugan left the latter part of the month for San Diego, Calif. Mr. Dugan will return after a two weeks' vacation, but Mrs. Dugan will probably remain for the winter.

How comes the bowling teams up and down the Line? Fine, I hope, Lester Langsford, chief merchandise clerk, captains the Chadwick Limited and F. L. DeGroat, car service agent, captains the Sunnyland—two fine teams. What fun they have piling up the scores—first one, then t'other. We are wondering what the final score for the season will be.

We have some other fine talent in this department. Should Amos and Andy—the two very entertaining broadcasters, die off, we could easily replace them with Clarence Wilks and Ellis Dulin—tracer clerks, this office. Anyone entering our office at the noon hour would certainly think they were "listening in" on the real Amos and Andy. Those boys will surely get somewhere in the Radio World if they keep it up. Here's wishing 'em luck as well as wishing the rest of you a somewhat early, but sincere, Merry Christmas.

OFFICE ASSISTANT SUPERINTENDENT—NEWBURG, MO.

MERRILL J. HARRIS, Reporter

The piers on the Meramec River bridge at Moselle are almost completed, and work has commenced on piers at the Meramec River, west of Pacific.

The iron mines at Cherry Valley have been shut down for a few days account installing some new machinery. Understand they will be running full capacity in the next two or three days, which means five or six cars of iron ore per day.

Considerable iron ore is being shipped from Salem, and understand some more iron mines will be opened up near Salem in the near future.

The gravel plants at Pacific are still running full capacity, and unloading more gravel than usual for this time of the year. From the looks of the stock piles on hand, the gravel business is expected to continue good throughout the winter.

J. G. Fox, section foreman, Cuba, is in the hospital at St. Louis, account blood poisoning, but is expected to be back in a few days.

A. Gilbert and Frank Sweeten of Cuba went to St. Louis recently to visit J. G. Fox, who is in the hospital.

Several Frisco employes are attending court at Union this week.

John Luttrell, operator at Cuba, was in Newburg one day this week on business.

Frank Davis, section foreman, formerly of Cuba, has bid in the section at Dixon, and has taken charge there.

We have just been informed of the death, by suicide, of Bert (Hawkshaw) Harnley, former engineer on the Salem Branch.

R. Arthur Steuart, former steno-clerk in Mr. Watt's office, has accepted a position as membership secretary of the Springfield Y. M. C. A. His vacancy is filled by Merrill Harris of Springfield.

AUDITOR—REVENUES ST. LOUIS, MO.

ESTELLE HILTON, Reporter

Marle Kleyer has returned to work in the best of health after a three-months' leave of absence.

Beulah Bulger spent her vacation in San Antonio, Texas, and Old Mexico, and brought each girl in her department a beautiful strand of beads from Mexico.

Joseph B. Peyton resigned his position in this office, September 1. He is now employed in a public accountant's office.

Mary Van Lieu was indisposed for several days recently.

Leola Hughes spent her month's leave of absence visiting relatives in Norfolk, Virginia.

Lawrence Nahm suffered sever lacerations and bruises about the head and face when he was thrown through the windshield of a car he was riding in, October 27. His friend, who was driving lost control of the car and ran into a telephone pole.

Estelle Hilton has been very active in securing passengers for our trains.

A GOOD INVESTMENT

Life Is a Fog of Uncertainties

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What has the future in store for you?

What will your financial condition be tomorrow if you are sick or hurt?

Why not make an investment in protection?

A Continental Policy is the best protection money can buy and will make your financial independence certain if you are sick or hurt.

The premium for your Continental Policy can be handled in convenient installments through your paymaster.

Continental Casualty Company

"The Railroad Man's Company"

CHICAGO

TORONTO

THE ST. LOUIS TERMINALS

ROBT. A. HALEY, Reporter

September 23-24 C&EI Foreman W. W. Wier and Switchman E. V. Hamilton were fishing. They set trout lines as well as using poles and lines but they did not get a bite. On Sunday afternoon some little girls came down where they were fishing and with a couple of small poles and lines caught several nice fish. Our two fishermen, Wier and Hamilton, said they guessed they did not hold their mouths right or else did not know how to fish.

On September 19 Oscar R. Biswell of car department met with a fatal accident. Mr. Biswell had been in the service of the Frisco several years in the car department under Mr. Gillispie. He left a wife and daughter who have our deepest sympathy.

Night Yardmaster Roy Stroup was off September 14, 15 and 16 having some teeth extracted. We understand Roy is preparing to buy a new set of store teeth.

September 22 Ben Tice, who was then tonnage man on the 3:00 p. m. Gratiot train yard crew, was called home on account of the serious illness of his brother-in-law who had been sick for several months. He died on the following day. We extend our sympathy to his family and relatives.

October 1 and 2 John Deken, foreman of 4:00 p. m. Arloe crew, and Switchman G. N. Davis tried their luck again on the Bourboise river. These boys are sure stickers. They had tried a number of times during the season to hook some of the finny tribe but had failed. They feel that they were rewarded for their efforts on this last trip for they got home this time with about forty pounds of nice fish, and returned smiling.

The following is the way we save the per diem in St. Louis terminals. On October 13, 1930, Engineer Wm. Johnson, Foreman E. E. Whitney and helpers Walter Boren and M. J. Whitsett, the 7:00 a. m. transfer crew, left Gratiot yards with 153 cars at 1:15 p. m. for the T.R.R.A. at Twenty-third street.

Very sorry to report the death of Fireman Julius Gardine, October 27, 1930, which occurred after a brief illness. This surely came as a surprise to the many friends of Julius. We extend our deepest sympathy to the family in their bereavement.

We visited the Frisco hospital a short time ago. We are glad to make favorable report of the following: Engineer James Moore is recovering nicely after an operation. He expected to go home in a few days. Brakeman J. C. Reppert, local chairman B. R. T., Kansas City, Mo., recovering splendidly after a major operation. He said he expected to be home for Thanksgiving. Brakeman Thomas, Oklahoma City, who suffered a crushed leg is doing fine. He also expected to leave the hospital soon. Passenger Conductor Wm. Meador doing fine. Yard Clerk Chas. Benson, who has a broken leg, is getting along nicely. He is able to get around on crutches and expected to go home soon. Shopman Barnett, of Springfield, Mo., with injured leg, doing nicely. Engineer Harry Dean, who was retired recently, declared he felt fine. No doubt due to the visits of his old friends, Engineer Wm. Donahoe and ex-Frisco Engineer Chas. Hesp-Smith, who were there when I called. Engineer Murphy, of River division, was also reported doing nicely.

Frisco employes are and should be proud of our hospital. Some important improvements have been made recently and I was told that there were as many X-ray pictures being taken as there are at the Jewish hospital. Everything has been newly painted and service beyond reproach.



The PORTLAND—An extra quality cloth-top arctic which keeps the feet both dry and warm. Specially reinforced at all points. Black cashmerette, four-buckle upper with fleeceline for warmth. Bumper edge on soles for extra wear.

HOOD RUBBER FOOTWEAR

—it stands the gaff

YOU don't need to tell us. We know that railroad work Y knocks the spots out of ordinary rubber footwear. That's why Hood sent men right out into the yards to talk to the fellows that use rubbers, arctics and boots, to find out what makes 'em good and what makes 'em "go bad." And Hood makes the kind that stand the gaff—Extra thick tire tread soles—Bumper edges on heels and toes for additional protection—Reinforced tough uppers for longer life. All in all a quality line of rubber footwear that gives you your money's worth of honest value. Look for the Hood Arrow when you buy.



HOOD RUBBER COMPANY INC.

Watertown, Mass.



The ARROW BOOT—Tough gum rubber upper that best stands the hard wear of railroading. Absolutely waterproof. Extra thick, tough grey tire tread sole. Warmly lined. Made in the popular Storm King heights which are above the levels of raincoats.

HOOD MAKES CANVAS SHOES · RUBBER FOOTWEAR
TIRES · RUBBER SOLES AND HEELS · RUBBER FLOOR TILING

The two Frisco bowling clubs of the Railway Clerks Bowling League report bowling each other about two weeks ago, the "Night Hawks" won three games. Both teams are doing better this year than last. The "Night Hawks" are in sixth place in league standing, with the "Owls" a close runner-up. Joe Boyle is captain of the "Owls" this year and Gene Cunningham captain of the "Night Hawks." These teams bowl each Friday at Mid-City Bowling Alleys. The boys say they are always glad to have visitors any time, ladies included.

COMPTRROLLER'S OFFICE

CORNELIUS O'CONNOR, Reporter

Wray Hambrick says every husband should help his wife. He says, "When you come home and she is mopping up the floor, mop up the floor with her."

Oscar Hummel is on a championship team! The Carondelet De Molay team won the championship in the De Molay football league.

John Kinworthy has given up soccer as the Althenheim will not have any more teams.

Hilda Netscher spent a week's vacation in LaSalle and Chicago, Ill.

Nick Farmer said the wheelbarrow was the greatest invention—it taught the Irish to walk on their hind legs. Maybe so.

PASSENGER TRAFFIC DEPT.

RAYMOND H. RINKEL, Reporter

As for hunters, we have one right in our midst. Frank Zoellner recently went to Perryville, Mo., for a hunting trip and from what could be gathered it was a success.

Delbert Fields, also Richard Knoll, are completing their vacation days by degrees, and trust they are enjoying same.

Some time ago Bill Altwater ceased to laugh, or even smile, until everyone became suspicious. It was later discovered he was missing one of his front teeth, awaiting a "refill," which I believe is an excusable explanation.

Our deepest sympathy is extended to Mr. W. G. Rodenroth account the loss of his mother, and Mr. J. H. Livingston, whose son did not recover from an appendicitis operation.

Melvin Iten no sooner gets back from Cape Girardeau, when he announces his plans are laid to go to Chicago November 29 to witness the big football game.

SOUTHWESTERN DIVISION

**TULSA REVISING BUREAU
TULSA, OKLA.**

MARGUERITE HEFREN, Reporter

Mrs. P. L. Brendel and son spent Thanksgiving in Tulsa.

Owing to recent retrenchments, a comptometer operator and an assistant revising clerks positions were abolished. We were sorry to lose Emma Mae Venus and George Jauss, but we hope that conditions will warrant their return soon.

Announcement has been made of the approaching marriage of Miss Dorothy Hausseiman and Mr. Edward F. Freiner. The wedding to be an event of the holidays. Ed is an assistant revising clerk in this bureau and we extend our heartiest congratulations.

The Red Raven Bowling Team is a contender for first place in the City Industrial Bowling League. The personnel of the team are: J. E. Head, claim clerk; W. D. McCool, ticket clerk; J. T. Banks, abstract clerk; Guy Miller,

revising clerk and R. V. McDermott, assistant revising clerk. These are some of the players who made such a splendid showing at the Frisco Bowling Tournament in Springfield, this year.

No serious after-effects were noted from the Thanksgiving dinners.

**OFFICE SUPT. TERMINALS
WEST TULSA, OKLA.**

MISS EDNA A. WOODEN, Reporter.

Chester Corbin, yard clerk, who was absent several days, account illness, is now able to return to work.

Chas. Cole, switchman, has returned to duty after an absence of several days, which he spent in the St. Louis Hospital.

H. J. Dailey, yardmaster, has returned to work after several days' absence, account illness.

D. J. Lyons, night general yardmaster, has also returned to duty after an absence of several days, account illness.

The many friends of Earl Benson, yard clerk, wish to congratulate him on his recent marriage to Miss Phyllis Long at Greenfield, Missouri, October 4th. We wish for them much happiness.

Mr. and Mrs. O. L. Young and Miss Wilma were called to Hutchinson, Kansas, recently, account the serious illness of Mr. Young's sister, whom we are glad to report as improving.

Lige Deason, yard clerk, was absent from his desk several days, account suffering from a painful bruise on his foot.

The regular Accident Prevention and Better Service meeting was held at

Tulsa the 10th, joint with the Southwestern division. An interesting meeting reported.

D. J. Lyons has been enjoying a visit from his mother, who spent several days here.

Harry Wiggins, special representative of the Mid-Continent Petroleum Corporation, has returned to Tulsa after having relieved traffic representative of that company for a period of two weeks at St. Louis. Mr. Wiggins also took his own vacation before returning to Tulsa.

C. J. Quinn, operator, reports his mother, Mrs. Helena Quinn, who has been seriously ill for some time, as improving.

John Overstreet, messenger, has returned from Marionville, Missouri, where he was called account the illness of his mother.

Harold Offield, yard clerk, is able to return to work after an absence of several days, account illness.

Turkey movement from Texas and Western Oklahoma to eastern markets has started during past few days. It is expected that considerable business will move during the next ten days.

**WATER SERVICE DEPARTMENT
SOUTHWESTERN DIVISION**

R. M. FAUPELL, Reporters

A 50,000 gallon steel water tank and two 12-inch cranes with 14-inch water mains have been installed and placed in service at south yard Oklahoma City, recently.

Lee Agee, son of Repairman S. P. Agee, has accepted a position with the Barnsdall Oil Company.



"THE BROADWAY LIMITED"

*The Leader of the
Pennsylvania Railroad's
Famous Fleet of Trains*



**INDIANAPOLIS
GLOVES -**

The Leader of Gloves for Railroad Men

WHEN Engineman Fred Paul and Fireman Seery get the high ball to start the Crack Broadway Limited from the Union Depot on its flight to New York they are given the best equipment that modern railroad genius can supply. But that isn't all; they equip themselves with INDIANAPOLIS GLOVES, a product de-

veloped by glove designers who have spent their lives in the development of gloves best suited for skillful workmen. When such men buy gloves they always look for the Red Apple Ticket sewed on every pair. By this trademark they are relieved of any doubt as to the quality of the gloves and the value of the dollars they spend.

Always ask for Indianapolis Gloves

"THE WORKMAN IS ENTITLED TO THE BEST"

INDIANAPOLIS GLOVE COMPANY
Indianapolis, Indiana

Repairman Clay Bishop, formally located at Lawton, is now working out of Oklahoma City.

G. L. Scott and some of the gang have been changing boilers at pump station Snyder and fuel oil station Francis, the past several days.

Some of the men finished cleaning the underground fuel oil tank at West Tulsa, recently.

Mrs. J. Faupell, of Hazen, Arkansas, is visiting her son, R. M. Faupell, of Sapulpa.

Account of short allowance, the gang has been cut to 6 men for a few days.

**MECHANICAL AND TRANSPORTATION DEPARTMENTS
AFTON, OKLA.**

LUTIE D. DAVIS, Reporter

H. E. Rust, having held position as agent here for the past 14 years, has been checked out and moved his family to Snyder. His sons Wilbur and Harold have had charge of the Cozy Theater here, several years. Their many friends have been remembering them with farewell parties since the announcement of their leaving.

A. C. McQuigg, first-trick operator, acted as agent until the assignment of W. H. Shettlebar of Bushyhead.

Dr. R. H. Harper, company physician, returned recently from Kansas City, where he spent several days attending the southwest medical clinic.

Mrs. Klingberg, wife of engineer Klingberg, was called to Bloomington, Ill., account the death of her mother. We wish to express our sympathy to the family.

Yard Clerk C. A. Ward and wife spent the day recently with the formers' parents, Mr. and Mrs. S. S. Ward, in Spavinaw.

Miss Mary Lou Hogan, daughter of general yardmaster, is spending a few days with her father, and visiting with Miss Betty Dawson before returning to her home in Monet.

Mrs. Henry Truman, wife of car man, and their son, Lavelle, are visiting their daughter and sister, Miss Velma, in Kansas City.

Mrs. Harry Freeman, wife of chief clerk, visited with her sister, Mrs. Billy Shelton and Son J. E., in Sapulpa, Okla.

Switchman J. C. Rider and wife attended the funeral of Mrs. Rider's cousin who passed away in Denver, Colo. Funeral services conducted in Tulsa, Okla.

Mrs. H. R. Foley, wife general round-house foreman, Mrs. C. R. Flynn, wife of special officer and her house guest, Miss Vera Scott, of Oklahoma City, spent Saturday in Joplin, Mo.

Mrs. R. S. Norman, wife of Conductor Norman, attended the Democratic meeting in Vinita. Mrs. Norman has been spending much time with her father, Mr. Lowe, who has been ill.

**TRAFFIC DEPARTMENT
TULSA, OKLA.**

MARGERY A. O'BRIEN, Reporter

Tulsa and the Frisco Lines again took the top lines in all of the leading newspapers when our special train pulled out of Tulsa Sunday, November 9, designated as "THE PRESIDENT'S SPECIAL," with a delegation to the annual American Petroleum Institute meeting at Chicago. This train was escorted by several executives of the Frisco Lines and also representative of the Chicago & Alton all the way to Chicago.

The Frisco Employees' Club held a dance on Tuesday evening at the Elks Club; this is the first social affair since election of our new president, Mr. C. J. Quinn; we had a nice crowd and everybody had a pleasant evening.

O. H. Reid, general ageht, attended dance given by the Frisco Employees' Club at Ft. Smith. Mr. Reid reported they had a wonderful crowd and that a number of representatives from other Frisco Clubs were in attendance.

We were all delighted to have opportunity to meet our new passenger traffic manager, W. S. Merchant, on a recent visit to Tulsa.

The picture in the November issue of our magazine does justice to the progress we are making with the new Union Station, as each day one can notice a little more progress and we are looking forward to the time when we will announce its completion. They are rapidly completing the two remaining viaducts over Main and Boston streets.

Tulsa is enjoying regular Indian summer weather and even though it is the middle of November we haven't had any winter as yet.

Mr. and Mrs. Rainey enjoyed a weekend in Springfield, visiting with their folks.

**DEPOT TICKET OFFICE
TULSA, OKLA.**

P. L. HAILEY, Reporter

Mrs. W. D. McCool spent a few days the first of the month visiting friends in Shawnee, Okla., and Oklahoma City.

E. G. Lamb, traveling passenger agent, escorted the Rolla School of Mines football team to Tulsa the 14th and paid us a short visit.

Myrtle Smith is planning a trip the 17th to Memphis, Texas, where he will visit his grandmother and relatives for a few days.

P. L. Halley spent a couple of days the first of the month visiting relatives and friends in Halley, Mo.

Work on the new Union Station continues to progress very rapidly. All tracks and sheds will be completed by December 1. The Railway Express Company have moved to temporary quarters at the Cincinnati street elevation while remodeling of old quarters is under way. Expect to be handling mail and baggage from the new station by December 1.

WEST TULSA STORES DEPT.

TOM MISHLER, Reporter

Thos. H. Woolsey, store employe at Oklahoma City, was a visitor in our department November 4, having returned home to cast his vote in the general election.

Mrs. Glen V. Stone and children visited relatives in eastern Oklahoma November 3 and 9.

Elizabeth Finney returned to her home in West Palm Beach, Fla., the latter part of October, after having spent two months visiting with her sister, Dorothea Hyde, and other relatives in Tulsa.

Mr. and Mrs. Virgil Yeargain visited with Mr. Yeargain's parents in Somnole, Okla., on November 16.

L. C. Akin reports sickness in his family. The stores department employes wish them a speedy recovery.

Mr. and Mrs. Bert Carpenter of Kansas City visited with Mr. and Mrs. C. O. Mitchell and family October 18 to 21.

Mrs. Tom Mishler and daughter, Mary Ann, visited in Kansas City



**"A tough day
... without
the old pipe"**

IN the electric switch tower outside the La Salle Street Station in Chicago, Telephoner Ewald of the Rock Island lines winds up his day's work. "Things have happened pretty fast today," he says, "but what of it? With the old pipe between my teeth and Edgeworth burning away in it, I should worry. For a good many years I've depended on Edgeworth to smooth out the rough edges—and it's never gone back on me yet."

**EDGEWORTH
SMOKING TOBACCO**

Buy it anywhere. Edgeworth "Ready-Rubbed" or Edgeworth "Plug Slice" 15¢ and up—according to size. Or, if you don't know Edgeworth, mail the coupon for a generous free packet to try. Let Edgeworth show you how good it is—you be the judge. Larus & Bro. Co., Richmond, Va.



LARUS & BRO. CO., 100 S. 22d St.
Richmond, Va.

I'll try your Edgeworth. And I'll try it in a good pipe.

Name _____
Street address _____
City and State _____

Chaffee Building & Loan Ass'n

Authorized Capital \$2,000,000.00

ORGANIZED 1909 BY FRISCO
EMPLOYES

6% Dividends on Full Paid Stock

several days the first part of November, having been called there on account of the serious illness of Mrs. Mishler's sister, Mrs. E. E. Shull.



John Warren, 13-year-old son of P. P. Eagan, engine foreman at West Tulsa, Okla., is shown in the above photograph in a boxing pose.

This young man recently participated in the Annual Boxing Tournament sponsored by the Crystal City Amusement Athletic Directors and won a beautiful gold medal which represented first prize among youngsters of his weight, 77 pounds.

**TULSA FREIGHT OFFICE
TULSA, OKLA.**

MARY JENKINS, Reporter

J. T. Banks, machine operator: "I went pecan hunting yesterday and bought five pounds."
Marie Kenney, ten-year-old daughter of Ralph Kenney, utility clerk, is a patient in Morningside Hospital. Marie broke a small bone in her foot, which became infected, necessitating an operation.

Christene Vanderford, secretary to agent, has her Christmas shopping done. Christene arrived at the office Friday noon with a bag of Kress' special Christmas mixed candy.

Charles Randall, Western Weighing & Inspection agent at the Tulsa freight office, has just returned from a two-week's vacation spent in Denver, Colo., and Los Angeles, Calif.

Bernard (Pete) Mulrenin, diversion clerk, has resumed work after having been confined to his home for a week. Glen Blanchard filled the vacancy made by Pete's absence.

Elmo Hebert, assistant to chief clerk to agent, has returned to work after being at the bedside of his father, who lives at New Roads, La. Elmo reports no marked improvement in his father's condition.

Melvin Sloan, checker: "Oh, boy, some big hunting expedition. I killed a long-eared jack rabbit." Mel brought down the ears to prove his statement.

Fred Bashe, O. S. & D. clerk, has been awarded a scout medal by Allen Lewis, assistant warehouse foreman. Al received a shipment for Walco, Okla., and when ready to ship, no such place on the map. Fred goes out for a buggy ride and gets lost, and when he finds himself, he is at Walco, Okla. When Fred gets back, he informs Al where to send the

shipment and for such a discovery Al presents Fred with a Scout medal. 100 per cent delivery service from Tulsa, regardless of whether the place is on the map or not.

Rena B. Creek, Excelsior Springs, Mo., a sister of the writer, was a week-end guest in Tulsa, October 19. Mrs. Creek participated in a birthday dinner given in honor of her mother, Mrs. Susie Jenkins on her seventy-third birthday.

**OFFICE OF GENERAL AGENT
OKMULGEE, OKLA.**

THELMA I. COBB, Reporter

A. W. Reese, switchman, was seriously burned last week in an explosion of a tank of gasoline. At this time Mr. Reese is improved, although his condition is still quite serious.

Mrs. V. W. Rikard has returned from Holdenville, where she spent several days with her sister, Mrs. Key F. Wilhelm, who has been very ill.

Mrs. G. A. Brundidge, wife of the general agent, is in Chicago as the guest of her son, M. M. Brundidge and family, where she will spend the Thanksgiving holidays.

Mrs. Bracey Bishop and small daughter, of Tulsa, are visiting Mrs. Bishop's parents, Mr. and Mrs. J. E. King.

J. C. Bernard, third trick yard clerk, was displaced by Clint Baker of Henryetta, who was displaced there.

**MECHANICAL DEPT. NEWS
TULSA, OKLA.**

L. A. MACK and ETHEL NATION,
Reporters

Mrs. George Davidson, mother of Al Davidson, traveling checker, visited with Mr. and Mrs. A. B. Crune, October 25. Mrs. Crune accompanied her to Francis, remaining there for a few days' visit.

Mrs. Elizabeth Londagin, mother of Mack Londagin, electrician, is now making her home in Tulsa.

L. O. Davidson, locomotive inspector, is now driving a new Chevrolet sedan, or rather Mrs. Davidson is, at least part of the time.

Darwin Henry, son of I. D. Henry, is in the hospital, due to an infected foot. We wish him a speedy recovery.

Mr. and Mrs. Charles Blackburn are

the proud parents of a six and one-quarter pound baby girl. Mr. Blackburn is extra machinist, formerly of Springfield.

Our bowling team, the "Frisco Red Balls," are now in second place in the Industrial League. Mr. LeFevre is, at present, the high man, with Mr. Guinney running him a close second. Without boasting, we feel that this team will make a name for itself in the next tournament at Springfield.

C. C. Saner, engineer, who has been in the hospital at St. Louis for some time, is reported doing nicely.

Wilson McMeans, colored hostler, is laying off account of serious illness of his wife.

J. O. Thompson, engineer, is taking a short vacation, in pursuit of the wily duck.

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LEFLORE POTEAU
COAL & MINING COMPANIES**

MINERS and SHIPPERS

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COAL OF ANY GRADE
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Apparel Shop for Women
FASHION—RIGHT VALUE

420 S. Main
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JEWELER

200 South Main DIAL 3-2088
"A Watch from Kalk's means a
Perfect Timekeeper"
Southwest Corner
Main & Second TULSA, OKLA.
Credit at Cash Prices

Season's Greetings

to all

Frisco Employes



Tulsa Industrial Loan and Inv. Co.

212 Philcade Building

Tulsa, Okla.

J. M. Cheek, main line hostler, has listened to the siren call of whirring duck wings. He has tuned in with a 12-gauge automatic, and the flying feathers look like a young dust storm.

Thomas Schell, machinist, has just returned to work after having been in the St. Louis hospital for some time.

J. H. Pacaud, fireman, is off on leave of absence, account sickness.

40th AND 43rd TRACK DIVISION SAPULPA, OKLA.

J. A. McMILLAN, Reporter

The work of extending the Shamrock Branch into Drumright has been completed and construction of new tracks to serve the Tidal Oil Co., at that point, are almost done. This extension should furnish us with about 20 cars of oil daily, which will be a nice increase in business.

A new automatic interlocker has been installed at Creig, where we cross the Rock Island and OCA&A main lines, and will speed up train movements.

Geo. Gibson is in charge of the Oklahoma City yard gang, while F. B. Shedd is handling extra gang engaged in building new tracks in connection with the new union station at Oklahoma City.

The annual inventory of track material, ties, etc., was taken the first of November.

M. D. Gibbs, general B&B foreman, spent a vacation, and visited Old Mexico on his travels. He was accompanied by Mrs. Gibbs.

W. T. Trisler, former roadmaster on the Cherokee Sub, was a visitor at the local offices.

Following assignments have been made on the 40th track division:

J. R. Jackson assigned as foreman at Ritchey.

Hiram Sexton, relief foreman.

A. Mach, Vinita.

A. J. Redmon, Seneca G-7.

Joe L. Green, Seneca G-8.

Jake Garrison, Garnett.

A. C. Steel, Fairland.

Wm. G. Knowles, foreman at East Tulsa, is spending the Thanksgiving holidays with relatives at Atoka.

W. A. Schubert, roadmaster on the Oklahoma Sub, spent a two-weeks' vacation during November. Quin Baker, roadmaster, Tulsa Terminals, looked after his territory during his absence.

Geo. Tate, who has been section foreman for the past 26 years at Seneca, has been retired on account of ill health. A. J. Redmon relieved him.

OFFICE OF SUPERINTENDENT SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Miss Helen Gorham made a trip to St. Louis hospital for throat treatment.

Miss Lois Flanagan spent the weekend at Oklahoma City, making the trip with Miss Mahon, whose home is there.

Letters have been received from Frank Tellgren, former transitman, who returned to his home in Sweden.

Bob Hill, of the engineering department, enjoyed his annual vacation, spending it at Oklahoma City and locally.

Ira Brister, timekeeper, has resumed to work after being confined in the St. Louis hospital where he underwent an operation to have his tonsils removed.

W. C. Hyde, dispatcher, is the proud father of a new baby girl, Janie Sue.

Robert Brenner, son of dispatcher H. O. Brenner, was one of the few who were chosen to compete in the Junior National Rifle meet at Sedalia, week of November 7.

B. M. Kirtland, dispatcher, has just returned from a trip to Dallas.

W. M. Estes, who worked in the relay office for the past several years, has displaced on position of night telegraph clerk in the dispatchers' office. R. W. Pierce has gone to Holdenville.

C. S. Miller, dispatcher, has been elected district scout commissioner. Mr. Miller is very active in this work and takes a keen interest in boys' welfare.

MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

C. H. VANDIVER, Reporter

Engineer P. L. Pearson is laying off, taking a hunting trip. Don't know exactly where he has gone but understand somewhere where the deer are the thickest.

We are sorry indeed to report the recent death of B. F. Taylor, father of Fireman John W. Taylor. All the Frisco employes extend their utmost sympathy to the bereaved family.

Outside hostler helper is taking an extended trip through parts of Missouri and Arkansas.

Account of reduction in forces in store department the following changes have been made: one shift of stock clerks has been discontinued; Mr. Willsey, who was on the third shift, displaced Roy Tinsley, store trucker on day shift; Charley Warren from West Tulsa will bump S. R. Pollock off the night stock clerk's job, effective about December 1. These changes will cut off Jim Dobyns, store trucker, also.

Ben Perry, laborer in roundhouse, was called to Gunter, Texas, recently account serious illness of his mother. Understand she is much better at this time.

Fireman B. C. Brown was called to Missouri the 15th account serious illness of his mother and mother-in-law. We hope that these two ladies are better by this time and Mr. Brown will be able to be back on the job soon.

Paul Purcell, boilermaker, left November 16 for Los Angeles, Calif., being called there account serious illness



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SPECIAL 134

Rapid-Easy-Thorough

of his brother. We hope he finds him on the road to recovery by the time he reaches there.

Car Inspector R. E. Stewart is wearing a broad smile now days due to the fact that he became the father of a 9½-pound boy, born last month.

Frisco oil business is picking up. The Frisco No. 1 is about ready to begin producing and the derrick is up and ready to start drilling on Frisco No. 2.

Car Carpenter V. H. Staubus has just returned to work after being off for about three weeks account illness. We are glad to see him able to be back on the job.

General Foreman B. W. Swain is taking a short hunting trip in south-west Texas. We understand that the game is plentiful there and expect to hear a report of having bagged the limit while there. By the way, he has promised us a big feed on deer meat when he returns and we are looking forward to this affair.

John E. Seal, outside hostler helper, has just finished building a new brick home on West Twentieth street.

**ACCOUNTING DEPARTMENT
SAPULPA, OKLA.**

V. L. THOMAS, Reporter

S. R. Anderson, Santa Fe traveling accountant, was a visitor in the office during the month of October.

G. E. Kirkman, traveling accountant from St. Louis, Mo., spent October 30th in this office.

During the latter part of October annual inventory was taken and members of the accounting department worked as follows:

R. E. Pipkin inventoried bridge material from the Texas state line to Sapulpa, Okla.

C. C. Long inventoried track material on the Cherokee Sub.

E. Reimer inventoried track material on the Creek Sub.

R. E. Pipkin and E. M. Peake inventoried all the material on hand for the new extension from Shamrock to Drumright, Okla.

Joe Connelly, traveling accountant from St. Louis, Mo., was a visitor in the office during the months of October and November.

R. E. Pipkin spent November 6th and 7th in St. Louis, Mo.

C. U. Allen, spent October 30 and 31st in St. Louis, Mo.

Completion report engineers Peake and Barnard spent a week of October working on the Western division. Also November 14th attending matters of business in St. Louis, Mo.

RIVER DIVISION

CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

Mrs. A. Foreman, wife of bill clerk, spent a week in St. Louis visiting her daughter-in-law, Mrs. Albert Foreman.

Mr. and Mrs. Don Parr motored to Salem, Ill., October 18, where they visited Mrs. Parr's sister, Mrs. Joe Schonhoff.

Edgar Willer and family spent a week-end at Anna, Ill., visiting Mrs. Willer's parents.

Al Phillipson, retired engineer, spent two weeks in St. Louis visiting friends and relatives.

Dr. D. H. Hope, physician for the Frisco at Cape Girardeau, has been seriously ill with pneumonia at his home here. However, his condition is gradually improving and we are in hopes that he will be up again in a short time.

Cape Girardeau has added two new Frisco families. Mr. J. W. Claiborne, assistant superintendent, has moved his family here as has Mr. L. S. Chr, supervisor of the signal department on the River division. Mr. Claiborne moved here from Chaffee and Mr. Uhr from Springfield, Mo.

**TRAINMASTER'S OFFICE AND
LOCAL FREIGHT HOUSE
CHAFFEE, MO.**

ILA COOK, Reporter

This has been a month for pleasant surprises in the way of weddings, et cetera.

Norbert Spaulding, our handsome car distributor, took unto himself a wife on October 19, namely Miss Clara Belle Hunt of Hayti, Mo. The young couple have the very best wishes of their friends in Chaffee and Hayti. They are at home in the Crosnoe home on Parker avenue.

Another marriage that was quite a surprise was that of Miss Maurine Lloyd and Henry B. Heft, which took place in St. Louis on October 20. The bride is the daughter of Mr. and Mrs. J. S. Lloyd of Cape Girardeau, formerly of Chaffee, where Miss Lloyd attended school. The bridegroom is an employe of the Missouri-Pacific and is stationed in Louisville, Neb. We wish them a long and happy married life.

Just received word of another wedding. Joe Jarboe, was once upon a time a member of our engineering department here, but now of Fort Scott, persuaded Miss Mildred McGuire of that

city to say "Yes" and so they were married and left for parts unknown. Congratulations Joe and bring your wife down to see your Chaffee friends.

Mrs. W. O. Long of Fort Scott, Kan., and Mrs. O. G. Edwards of Dexter, Mo., were the honor guests at a Halloween bridge party given at the home of Mrs. F. H. Dierssen on October 23, where they were house guests.

Mrs. W. B. Thompson recently had as her guest Mrs. Bryan Edwards of Houston, Texas. Mrs. Edwards, before her marriage, was a teacher in the Chaffee schools and known as Miss Dean Woodson.

Mrs. Elmer Hosea and Mrs. Joe Barclay were among those from southeast Missouri who attended the meeting of the Grand Chapter of the Eastern Star, held in St. Louis in October.

Mr. and Mrs. W. E. Burgess spent a week with Mrs. Burgess' brother, Will Davidson, in Memphis, Tenn. Sorry to say that visiting does not agree with Mr. Burgess as he has since been in the Frisco hospital for treatment.

Congratulations are in order at the home of Mr. and Mrs. Charles Vickery where the stork left a son. We have not learned the name of the young man but he is welcome to the Frisco family.

We are sorry to know that Archie Smiley, chief yard clerk, has been taken to Farmington, Mo., for treatment and we sincerely hope he will be able to return to work soon.

Tom Hudson, second trick operator, had the misfortune to injure his hand while firing the furnace at the office and had to be off duty for a few days.

While we are on the subject of injuries—Mrs. D. R. Mouser has had to take treatments for hydrophobia after being bitten on the hand by a cat.

Our sympathy is extended to Mrs. W. A. Singleton because of the death of her father. A number of friends from Chaffee attended the services which were held in Sikeston, Mo.

The Frisco Employes' Club sponsored a play, "The Villian Still Pursued Her," on November 5, at the Empress theater. It was a decided success due to our energetic president, Harold Hopkins. The proceeds were given to the Provident Association.

The many acquaintances of Mrs. Julia McCarthey will be sorry to hear of her death which occurred on October 30 at her home in the Hotel Byrd in Chaffee. She was the widow of C. H. McCarthey, who was a locomotive engineer for many years prior to his death. The funeral service was held at St. Mathews Catholic church, St. Louis. The Rev. M. J. O'Leary, former pastor of St. Ambrose's church, conducted the services.

Another death of which many will

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American National Bank
Pensacola, Florida
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CAPITAL AND SURPLUS \$1,000,000.00

be sorry to hear, was that of Miss Harriet LaForge, which occurred on October 28. She was 77 years of age. "Miss Hattie," as she was known to her friends, was an aunt of Mrs. Aubuchon and was a frequent visitor at the Aubuchon home. She was widely known in this portion of the country as a teacher in private and public schools. All who knew her loved her for her sunny disposition. Services were held at the Catholic church at New Madrid and she was laid to rest on the LaForge homestead near New Madrid.

F. H. Dierssen, H. C. Campbell and M. J. Barrett, locomotive engineers, were River division representatives at the meeting of the Brotherhood of Locomotive Engineers, held in St. Louis in October.

Everybody tune in station WDAF, Kansas City, every Wednesday evening at 8:00 p. m. to hear the program sponsored by the Frisco.

Miss Flossie McKnight, daughter of R. C. McKnight, retired clerk from the freight house, has been much in demand for talks, lectures, et cetera, since her return from China where she spent five years as a missionary.

Mrs. T. J. Patchett has returned home after a week's visit with her daughter, Mrs. Charles Allen, in St. Louis.

Our deepest sympathy is extended to Mrs. C. H. Stausing account the passing away of her father and to Mrs. H. L. LaGrange and Mrs. W. B. Thompson, in the death of their brother, S. O. Finley, of Oran, Mo.

Mrs. C. F. Weidman and son, Robert, were visitors in Blytheville, Ark., over the week-end of October 25.

Mrs. J. L. Simpson and Mrs. Coy Lasley were recent visitors in Jefferson City, Mo.

Congratulations Escal! Chaffeeites are proud of E. O. Daugherty because he was a Chaffee "boy" and now we hear that he has been made assistant superintendent of the Western division with headquarters in Enid. We wish you luck and many more promotions, Escal.

Mr. and Mrs. C. H. Simpson and Mr. and Mrs. Harry Simpson were the guests of Mr. and Mrs. J. E. Barber, November 2. The Simpsons were Chaffee residents prior to moving to St. Louis.

Mrs. R. L. Cooper spent a few days recently with friends and relatives in St. Louis.

Mr. and Mrs. D. I. Hildebrand are the happy parents of a son which arrived at their home in St. Louis on October 27. Mrs. Hildebrand will be remembered in Chaffee as Miss Myrtle Wylie.

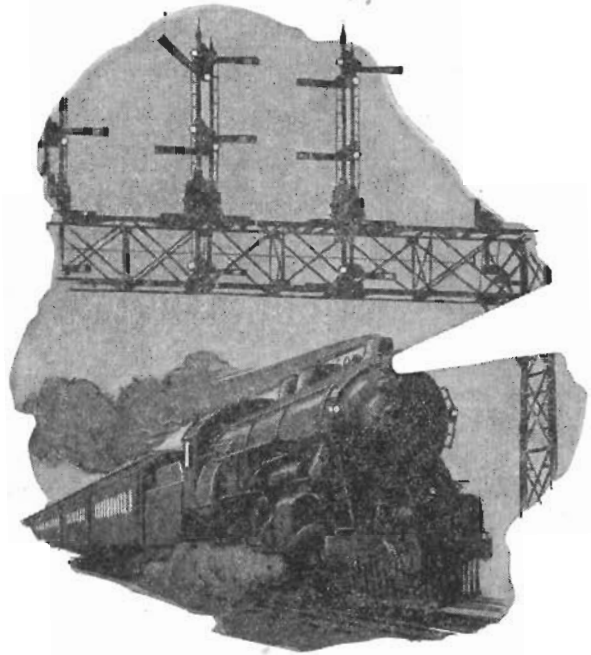
We hear that the stork also appeared at the home of Mr. and Mrs. Frank Peters, in Springfield, and left a baby son. Mr. Peters was formerly in the engineering department here. Mrs. Peters was Miss Mary Frissell of Cane Girardeau and a sister of Dan Frissell of this city.

Mr. and Mrs. T. O. Minnich of Willow Springs, Mo., have been house guests of Mr. and Mrs. Roy Abernathy.

Miss Mary McBroom of Fort Smith, Ark., is the guest of her sister, Mrs. Genest Morgan.

Mrs. F. M. Shipton is making an extended visit in Amarillo, Texas.

Employees of the River division were grieved to hear of the death of J. V. "Johnny" Wright which occurred in the



Constipation is the *Stop, Look and Listen* sign of Health!

RAILROADS erect signals to warn the public of danger. Nature, too, has its warning signals.

Headaches, dizziness and other ailments, in many cases, are due to constipation, a menace to health and a warning of serious complications. Pills and cathartics, at best, are temporary—and many are dangerous.

Kellogg's ALL-BRAN, a delicious, nut-flavored cereal, is positively guaranteed to relieve constipation—two tablespoons daily, in recurring cases, with every meal. It is the roughage that the system requires to promote proper elimination. It is eaten daily by millions for health and flavor.

Kellogg's ALL-BRAN contains iron, the mineral that builds rich, red blood. ALL-BRAN has been improved in taste and texture. You'll find it more tasty than ever.

There are many delicious ways to eat Kellogg's ALL-BRAN. With milk or fruits, valuable vitamins are added to the system. It is delightful as a cereal, in soups, salads and cooked foods. Served in individual packages in restaurants, hotels and dining-cars everywhere. At all grocers. In the famous red-and-green package. Made by Kellogg in Battle Creek.



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The popular Health Combination is Kellogg's ALL-BRAN and Kellogg's Kaffee Hag Coffee—real coffee with 97% of the caffeine removed.

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Out of sympathy comes service.

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Frisco hospital. Our sympathy is extended to his wife and son.

Mrs. H. V. Cheatham and daughter, Virginia, attended the Baptist Missionary Conference held in Kansas City the first week of November.

**OFFICE DIVISION ACCOUNTANT
CHAFFEE, MO.**

RALPH STEPHENS, Reporter

Inventory checking is over for another year. Tim Murray checked the 30th Track division, Ralph Stephens the 33rd Track division, "Ranny" McDonough the Cape yards and J. R. Wilhoit checked the rail that has been taken up from the abandoned line on the Leachville sub.

Tim Murray was recently called home account the illness of his mother. At this writing she is much better and Tim is back on the job.

Miss Ila Cook took a ninety-day leave of absence and went to Colorado Springs for her health.

Miss Ruby Stephens from Fort Scott took Miss Cook's place. She says she likes Chaffee and her job but wishes it was closer to Fort Scott.

"Ranny" McDonough, our modern Daniel Boone, spent three days recently near his home at Morley, Mo., quail hunting. We did not see any quail but "Ranny" says he had good luck each day.

Ralph Stephens intends to try his hand at quail hunting before the season ends, but is making no predictions as to the number of quail he will bag.

Al Davidson, traveling time keeper, and J. C. Sites, joint facility checker for the C&EI, spent some time in the office checking up, the past month.

We had plenty of stenographers for one day recently. Miss Louise Weidman came up from Birmingham to displace Miss Stephens but in the mean-

time her former position was open and she returned to Birmingham to take her old job back at that point.

Several from this office attended the concert given by the U. S. Navy band at Cape Girardeau, Mo., on a recent Sunday.

CARUTHERSVILLE, MO.

CLEATUS PRICE, Reporter

We are glad to report that our business at Caruthersville is holding up well. Our local agent, Mr. F. H. Blo-

meyer, is wearing a big smile as we show a nice increase over a year ago.

The new Dillmon Egg Case Plant now being constructed on the Frisco rails at Caruthersville will be one of the most modern and up-to-date factories of its kind in Frisco territory. The plant is nearing completion and will be ready for operation about December 1.

J. W. Shonkle, cashier, spent a Sunday recently in Sikeston, Mo., visiting relatives.

D. L. Schroeder, warehouse foreman, spends most of his week-ends with his

SPRINGFIELD ADVERTISERS

Reyco Metal

A High Grade CAST
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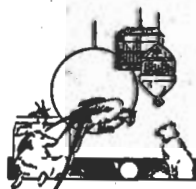
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All Kinds of Foreign and Domestic Love Birds
Song Birds :: TALKING PARROTS That Talk

Pups :: Monkeys :: Bears

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Springfield Gas and Electric Company

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parents, Mr. and Mrs. Schroeder at St. Mary's, Mo.

Ira Tibbs, cashier, Osceola, Ark., spent a Sunday in Caruthersville recently. Mr. Tibbs was formerly cashier here.

Carl Fatchett, clerk, wrecked his car a few days ago while en route Caruthersville to Chaffee. He collided with another car. No one was seriously injured but Carl has been without his machine ever since the accident.

**SUPERINTENDENT'S OFFICE
CHAFFEE, MO.**

ANNA GOLDEN, Reporter

Mrs. J. W. Claiborne of Cape Girardeau visited with Mrs. C. K. Sims one day last month.

Mr. and Mrs. M. E. Gesi and two daughters recently spent a week-end with relatives and friends in Ste. Genevieve.

Mrs. H. V. Cheatham and daughter, Virginia, have returned from a trip to Kansas City, Mo., where Mrs. Cheatham was sent as delegate to the Women's Missionary Society.

Miss Lorena Bollinger spent a week-end shopping and visiting with friends in St. Louis.

Miss Anna Kane was hostess to the Girls' Bridge Club Tuesday, November 11. Three tables were played, prize for high score being won by Miss Juanita Morgan. Miss Lorena Bollinger received consolation prize.

Mr. and Mrs. Norbert Spaulding have gone to housekeeping in the S. J. Crosnoe property on Parker avenue.

Miss Elizabeth Grieshaber had as week-end guests recently, her brother, Raymond Grieshaber, and wife of St. Francois.

We hear Buddy McBride is receiving big offers from well known vaudeville circuits since putting on his "Strong Man" act for the Frisco Club play. Harold Hopkins is bidding for the job as his business manager.

Ray Fatchett seems to have all the good luck coming his way lately. He won a nice turkey one week at a shooting match and a big ham another week. Ray is not worrying much about his Thanksgiving dinner.

W. E. Burgess, retired conductor, who has been in the Frisco hospital for some time, is reported improving.

Russell Blenert, agent at Morehouse, Mo., and family made a short visit with his parents, Mr. and Mrs. G. A. Blenert.

Mr. and Mrs. E. W. Smith were among the number of Chaffee people to attend the American Legion dance at Caruthersville, night of November 11.

Miss Martha Reynolds spent week-end with her parents at Hayti, Mo.

route to Springfield, Mo., morning of October 17. The vice-president was riding in the private car of J. E. Hutchison, vice-president, whose guest he was for the day. Mr. Curtis looked well and sprightly as he stepped from the rear platform and walked towards the crowd which surged towards the rear of the train. The vice-president had a word to say to each one as he shook hands with those about him and mingled with the crowd in a most hospitable manner, endeavoring to greet all with a handshake. Mr. Curtis was en route from Topeka, Kan., to Springfield, Mo.

D. L. Johnston, wife and daughter, have returned from Independence, Kan., where they were called account the death of Mr. James Burch, father-in-law of Mr. Johnston. Mr. Burch was well known by many Fort Scott people, having lived here for years before moving to Independence. Before his death he held the state championship for fiddlers, and was well known over the radio.

Engineer E. E. Hale and wife, had as their week-end guests their son, Harry A. Hale, and grand-daughter, Harriet, from St. Louis.

A. P. (Pat) Parks and wife have returned from Chicago where they spent a week. Mr. Parks, one of the three Kansas delegates of the Y. M. C. A., attended the meeting of the National Council of the Y. M. C. A., that makes up the foreign and domestic budget of the world-wide work of the "Y." Headquarters were at the Edgewater Beach hotel. While in Chicago, they visited Mrs. Parks' brother, Martin Atkins, a student at Northwestern, and enjoyed dinner at the Sigma Nu Fraternity House.

Miles Edward Bartholomew, the 3-year-old son of Brakeman Miles Bartholomew, suffered a fracture of his right elbow when he fell from a chair at his home. It is reported he is getting along very nicely.

Gordon B. Jennings, formerly employed in the division accountant's office at this point, but now agent at Beulah, Kan., spent the week-end in Fort Scott visiting relatives.

Glenn Cooper, son of Switchman Tom Cooper, who for some years was employed in the maintenance department, is now located in Chicago, where he is following his occupation as a painter.

J. W. Jenkins, of Los Angeles, a former Frisco employe, who has been visiting Switchman Tom Cooper and family, has returned to his home in California.

Mrs. J. B. Gould, wife of conductor, who recently suffered dislocation of her ankle as a result of a fall, is getting along nicely.

Conductor M. M. Swope spent a week in Wichita attending a meeting of the Brotherhood of Railroad Trainmen in convention at the Forum there.

Miss Margaret Hendricks is visiting her parents in Detroit, Mich. Miss Hendricks expects to stop over at Chicago and St. Louis, visiting friends and relatives, on her return trip.

Lee Marksbury is working as messenger boy at this point.

ITEMS FROM WICHITA

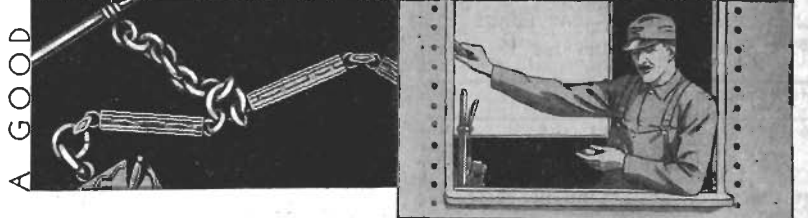
J. W. GRAY, Jr., Reporter

Mr. and Mrs. J. P. Sheehan announce the marriage of their daughter, Helen, to Dr. R. J. Dittrich, which occurred at Wichita, November 8, in St. Mary's Cathedral. The bride, Miss Helen Sheehan, has been employed for the past several years in the roadmaster's office at Wichita. She is the daughter of Mr. J. P. Sheehan, formerly roadmaster at Wichita. Dr. and Mrs. Dittrich will reside in Wichita. The Frisco employes at Wichita gave a black and gold cake plate and bon bon dish to match, as a wedding gift.

We have recently received about 65 cars of pipe from South Lorraine, Ohio, consigned to the Great Eastern Pipe Line Company. This shipment was received at our connection at Kansas City and we would like to have much more of this kind of business.

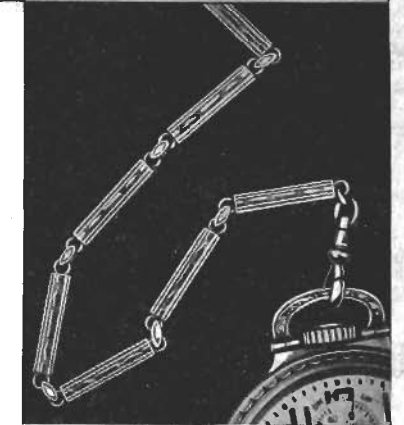
Switch engine number 811 has been recently overhauled in the Wichita

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Your watch inspector, or any good jeweler, has a wide assortment of chains from which she can choose. Prices are reasonable too. And for many of the fine standard railroad watches, you'll find Simmons Chains especially designed! The green-and-white gold-filled chain illustrated is 31593, made for the 23-jewel combination Bunn Special, model 28, and costs \$9.75 alone. . . . And to make things even, you might give her a Simmons bracelet or necklace! . . . R. F. Simmons Co., Attleboro, Mass.



**SIMMONS
CHAINS**

NORTHERN DIVISION

**SUPERINTENDENT'S OFFICE
FORT SCOTT, KAN.**

BLANCHE BICKNELL, Reporter

A crowd of probably 200 persons were at the Frisco depot to greet the Hon. Charles C. Curtis, Vice-President of the United States, who passed through this city on the Sunnyland en

**FT. SMITH ICE AND
COLD STORAGE CO.**
COLD STORAGE FOR ALL PERISHABLE
MERCHANDISE
Storage Capacity, 125 Cars
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FORT SMITH - - ARKANSAS

shops and "Stormy" Stevens reports that she is the best little engine anywhere.

Motion pictures were taken of the Security Oil Company on November 11th and Frisco equipment was used in the picture. Maybe we will get to see how the boys look on the screen.

Mr. V. M. Black, our storechecker, was asked to go to Joplin to take the inventory the last of October and so was able to see and be with old friends and relatives for a short time.

Mr. Milton Benedict, our former storechecker, was back the last of October helping E. C. Fuson, storekeeper at Wichita, to take the inventory. We were all very glad to see "Chubby" again and hope that he can come back to see us often. Mr. Benedict is now employed at the stores department at Kansas City.

Mrs. Muri Calvert, wife of switch foreman, is at this time visiting her mother in Los Angeles and relatives in San Diego.

T. W. Ralston, check clerk in the warehouse is taking a 30 days' vacation at this time, visiting in Arizona.

Stroud Brandenburg, employed in the warehouse, has just returned from visiting his brother in New Mexico for 30 days.

We are very sorry to report that the little daughter of Eugene Freeze, chief metal worker, passed away the night of November 11th. Miss Doris Freeze was six years old.

Ring Sweeney, whose chief hobby is fishing, has been reporting some very fine catches.

A. R. Newcome, car clerk, spent a day in Hutchinson, Kansas.

W. H. Van Horn, switchman, who has been off account an injury to his foot, expects to be back to work soon.

Mrs. Ruel Lester, wife of yard clerk, has been visiting relatives in Denver Colorado.

W. R. Caskey and wife have returned from an enjoyable two weeks' motoring through points in Missouri.

**OFFICE OF SUPERINTENDENT
TERMINALS**

TOM KEHOE, Reporter

Since I have been elected or selected, or "what have you", to the realm of office scribes, I am anxious to get acquainted with the rest of my colleagues.

We regret to report that the Accident Prevention Merit Cup, presented to the division having the least number of personal injuries for one quarter, was lost this past quarter to the Southern division, Memphis. Mr. H. P. Wright, Director of the St. Louis-San Francisco Railway Company, had a

silver star engraved on the cup in honor of the Kansas City Terminal for holding the cup three consecutive quarters. Kansas City congratulates the Southern division for their fine showing during the past quarter and appreciates the competition they will have in trying to win the cup back.

J. E. Harris, assistant yardmaster, returned recently from the St. Louis hospital after an illness of two weeks. We are all glad to see him back on the job and hope his health continues to improve.

The Sunnyland Club held a Halloween Dance at Drexel Hall, October 29. Everyone present had a good time.

The Frisco Baseball Team of Kansas City won the Penant in the American division of the Independent Major League. The cup was presented to the team on October 2, 1930, and is on display in a trophy case in Mr. Skaggs' office.

Mr. and Mrs. Eugene Vader announce the arrival, on October 16, of an 8½-lb. boy, whom they have named Eugene Joseph, Jr. Mr. Vader is employed at the Rosedale station, and is the star left fielder of the Frisco Baseball Team. We extend our congratulations

to the happy parents on the future "Babe Ruth."

John C. Bagemihl, yard clerk, had the misfortune to break his collar bone while playing football on October 29. We hope he will soon recover and be back on the job.

We find we have a promising "Red Grange" in our midst. James Skaggs, Jr., son of Mr. Skaggs, superintendent of terminals, is playing center on the Wyandotte High School Football Team in Kansas City, Kansas. The team won the City championship by defeating the Argentine High School Wednesday night, November 5, by a score of 7 to 0. We are all pulling for Wyandotte—and apparently not in vain.

Here is a worthwhile announcement for radio fans: For a snappy program of fun and music, tune in on WDAF every Wednesday evening, at 8:00 p. m., for the "Frisco Honeymooners." This program will be of interest, not only to those whose honeymoon has almost been forgotten, but will entertain and thrill those who have not yet had the pleasure of such an experience. The Honeymooners started at Kansas City last Wednesday

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FORT SCOTT ADVERTISERS

We Fill Your Hospital Prescriptions
The PRICHARD-BLATCHLEY
DRUG COMPANY
 The Rexall Store
 S. W. Cor. Main & Wall Phone 170
 FT. SCOTT, KANS.

on their way to Florida and points east, and are now as far as Fort Scott.

We are proud of the bravery of the following employees who entered the switch of the White Eagle Oil & Refining Company on November 3 to pull out cars, including a burning car of naphtha, while the plant was on fire: R. A. Johns, switch foreman; F. E. Wilmot, switchman; G. M. McAninch, switchman; G. A. Schwagler, engineer; H. C. McClure, fireman. In appreciation of this act, their records were credited with ten (10) merit marks.

The Frisco Yard Clerks' Bowling Team, consisting of Thomas, Walsh, Lacy, Richardson and Poncik, is rounding into tip-top form, and desire to challenge any bowling team on the Frisco system.

Some few days ago the Frisco Railroad Company presented Bill Walsh of the revising department with a safe, but up to the present time he has not mastered the combination. We hope it will not be long before he will be able to manipulate the touch system. The present system of calling for help is rather cumbersome and awkward at times.

The shopmen held a dance at Garrett Hall the evening of November 11th, and everyone seems to have had a very pleasant time; and from the size of the crowd, it would appear there are quite a number of Scotchmen amongst us—the dance was free!

On behalf of the office of superintendent of terminals, I wish to extend sincere Christmas and New Year greetings.

BAXTER SPRINGS, KAN.

HARRY JARRETT, Reporter

Items are going to be scarce from this busy point this month. Due to the correspondent being in the "back shops" for five days, have not been able to gather the news as carefully as we generally do. With some new

CLASSIFIED ADS

Classified advertising under this heading will be charged for at the rate of 5 cents per word with a minimum of 75 cents. Cash must accompany copy.

AGENTS—NEW SHIRT PROPOSITION. No capital or experience needed. Commissions in advance. Samples Free. Madison Factories, 564 Broadway, New York.

WANTED—Salesman to sell high-grade cleaner for Locomotives, Coaches and all Steel surfaces preparatory to a new paint job. Must be a retired and former railroad man familiar with Paint Shops. NuSun Chemical Co., Gallatin, Tenn.

ADVERTISING SOLICITORS WANTED

Good commissions paid to advertising solicitors for this publication. Prefer that applicants be engaged in professional or mercantile lines. For particulars address: Adv. Mgr. Frisco Employees' Magazine, 743 Frisco Bldg., St. Louis, Mo.

bridge work, new glasses, new braces for the fallen arches, et cetera, we are back and will try to do better next time. Extra Operator Earl Kingsbury did the relief while we were trying to overcome the ravages of approaching age.

Fireman Hunt finally wound up on the night switcher and Fireman Watkins on the day switcher.

Ora Draper got away to his long looked for vacation. He was off three weeks and visited relatives in Ontario and other eastern points. He reports a fine time, but had to borrow an overcoat before he left to come home.

Wm. Redden relieving on first switcher a few days until vacancy bid in by Jamison on six day clause. "Bony" Lamb filling Jamison's place on the night job.

"Shorty" Thompson has rented the Morrison suburban home and is now nicely located there. He has electric lights, telephone and everything out there. Not to mention a dandy swimming hole and several acres to pasture the cow on.

Mr. and Mrs. John "Shady" Lane attended the state convention of the A. T. A. as representatives of the Baxter Springs lodge. Shady says they kept him up too late and fed him too heavy, but otherwise he had a very good time. Bill Grimm filled Shady's vacancy on the first switcher during his absence.

Harry Davis has left us for a bull-moose job and we see Benny Kost's smiling face filling the vacancy until bulletin is up.

NEWS OF PITTSBURG, KAN.

ESTHER M. CHASE, Reporter

W. G. Wolfe, general agent, attended the District Convention of the Mo-Kan-Ark district of the Kiwanis Club, held at Topeka, recently. Mr. Wolfe is president of the Pittsburg Club.

W. M. Beard, brakeman, attended the B. of R. T. Convention in Wichita.

H. A. Blakesley, engineer, was off duty several days on account of illness.

We wish to extend our sympathy to J. W. Gordon, fireman, who was called to Shattuck, Oklahoma on account of the death of his sister-in-law and baby who were killed in a motor car wreck.

S. C. Ballah, brakeman, was called to Wichita on account of the serious illness of his wife.

J. N. Bruton, conductor, has returned to work after a visit with relatives in Springfield.

W. D. Walker, conductor, has returned to work after an absence account of illness.

A Northern division fuel meeting was held in Pittsburg November 3rd. Among those attending were: H. B. Wilson, assistant superintendent, Joplin, Missouri; C. L. Payne, assistant superintendent, Fort Scott, Kansas; P. J. Moore, general foreman, Fort Scott, Kansas; G. A. Ermatinger, Fort Scott, Kansas, and many others.

**TRAFFIC DEPARTMENT
KANSAS CITY, MO.**

W. A. YOUNG, Reporter

Beautiful Indian Summer continues to linger. Golf fans of the office are enjoying the stay of execution and each Monday we hear again and again how the elusive legend "par" was shattered. If the weather holds out a course record may be established.

"Mel" Anderson spent a week-end with relatives at Sioux City. He reports a most enjoyable visit but he has suffered with a stiff neck since the night in a Pullman. Our private opinion is that if he were a couple of feet shorter his neck might not fare so badly.

If "Bill" Deveney's golf scores are as good on the course as they are in the



**Sure footed
in rough footing**

On and off trains, scuffing around cinder-carpeted yards and rock road beds, on slippery platforms . . . railroad men appreciate Firestone rubbers because of their sturdy construction and sure-footed non-skid soles.

The Firestone Titan rubbers are especially designed for heavy duty . . . in two-buckle or semi-storm styles, of toughest rubber compound, with extra heavy black or white soles.

No matter how rough you treat them, they'll still treat you right . . . so insist on Firestone . . . there's no better footwear made at any price.

**FIRESTONE FOOTWEAR
COMPANY**
Boston, Massachusetts

**Firestone
Footwear**
"Reigns when it Rains"

office, Bobby Jones may have some hard competition in the National Open next year.

"Bob" Holman is also in the running. He is buying snowshoes and painting his golf balls black. A little thing like snow is not going to interfere with his march toward the top.

"Johnny" Sachen started the bowling season auspiciously by capturing a fifty dollar prize offered in a "scratch" event recently. Too bad he had bought his new hat before he won.

**MAINTENANCE OF WAY DEPT.
FORT SCOTT, KAN.**

MARGARET HENDRICK, Reporter

J. O. Armstrong, division engineer, has been accompanying the Jordan Ditcher on a tryout on the 31st and 32nd Track divisions. He reports the machine as a very efficient way of ditching, and accomplished a great deal on this trial workout.

E. H. Crosland, assistant engineer, spent a few days in Kansas City attending court sessions.

Jess R. Roland, formerly a student at Kansas State Agricultural College of Manhattan, Kan., has taken the position of chainman in the engineering department.

F. E. Short, draftsman, has been very busy the last few days "moving." Pete said he seemed to have the entire town working for him, namely, Gas Company, Electric Company, Furniture Company and a few more. It kept him busy directing them where to go and what to do.

Dorothy Bradley of Abingdon, Va., is visiting her sister, Mrs. Forest E. Short, for a few months.

A very lovely wedding, on November 6, took place at Fort Scott, when Joe R. Jarboe, rodman in engineering department was one of the principal characters, the "groom." Congratula-

tions are extended to Mr. and Mrs. J. R. Jarboe. After a wedding trip to Memphis, Tenn., they will be at home at Fort Scott.

Annual inventory has been taken and the weather was very favorable this year, so it was rather enjoyed.

We wish to express our sincere sympathy to R. D. Spafford, water service foreman, who recently lost his mother.

**GENERAL AGENT
KANSAS CITY, MO.**

DAVID H. TODD, Reporter

Elmer Lindeman and Joe Wiltshire went on a fishing trip recently. Now, I guess all of you think that I am going to tell you another fish story; well, you are about to become disappointed, as I beg to state that after they arrived at their destination, they found that they had left their fishing tackle at home.

Georgia Rich has just returned from a two weeks' vacation in sunny California and western points.

This one belongs in our "Believe it or not column." John Ronne had a puncture the other day, and, on examination for the cause found a diamond engagement ring in his tire.

Frank Martin proved himself to be a real fireman the other evening when Georgia Rich found her "Chevvy" on fire. Before anyone could stop him

Frank had the fire extinguisher and had the fire out.

Everyone tune in any Wednesday evening at 8:00 p. m. on WDAF, the Star at Kansas City, and hear the "Frisco Honeymooners."

The Sunnyland Club is giving another smoker the 24th. This time the ad specifies "Smoke Grade One." Every one please leave their old "Hay Burners" and "El Ropos" home, please.

**TRANSPORTATION DEPARTMENT
NORTHERN DIVISION
FORT SCOTT, KAN.**

MISS GLADYS ROTH, Reporter

Mrs. J. B. Gould, wife of conductor, who had the misfortune to break her leg, is getting along nicely and although she will be confined to her home for some time, she says it is not half as bad as it might be.

The Peoples Bank

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WE APPRECIATE
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Capital, Surplus and Undivided
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UNITED STATES DEPOSITORY

HEATER CARS



To properly protect perishables—such as fruits and vegetables in transit during the winter, there must be provision made for the temporary conversion of refrigerator cars to heater cars, or other cars having permanent heater apparatus must be used. Much work is being done along the lines of development of heaters and various types using live steam or employing alcohol, kerosene, coal, or charcoal as fuel; some heat storage systems have also been devised.

One system of heating used with some success derives its heat from steam supplied by the locomotive; a steam duct leading from the locomotive passes under each car to a connection with piping in the interior. A thermostat automatically shuts off the steam when the interior reaches a predetermined temperature, and prevents the car from becoming overheated. Another steam heating system takes advantage of the heat absorbing and retentive properties of porous terra cotta. Thus various means are constantly being employed with a view toward greater efficiency and economy.

Frank McCann, trainmaster's clerk, spent Armistice Day in Parsons, helping the American Legion Drum Corps win the \$100 prize. They were all quite elated to bring home first prize. W. J. Chesney worked in Mr. McCann's place while he was off.

Brakeman Jim Davis and wife spent a few days in St. Louis recently visiting John Reppert who is in the hospital at that point.

Mrs. W. H. Bevans visited friends in Wichita and Joplin during the first part of November.

Mrs. E. Patterson, daughter of Road Foreman G. A. Ermatinger and wife, of Rochester, N. Y., spent a few days during November visiting her parents and friends at this point. Mrs. Patterson perhaps is better known here as Veronica Ermatinger.

L. B. Clary, assistant superintendent, spent a few days in Shreveport during November visiting his sister, Mrs. Val Murrell and husband.

M. J. DeBoben, assistant yardmaster, is riding around in a new DeSoto Eight coupe. Understand it is a special paint job and a real good looking car and Mr. DeBoben advises it runs just like an airplane.

Will Jenkins, pensioned paint foreman, is visiting relatives and friends here. He motored through from his home in California, picked up his sister, Mrs. Tom Cooper, who was in Colorado for her health, then drove through to Chicago to visit Mr. and Mrs. Cooper's son, Glenn, and family.

Chief Yard Clerk C. Jones spent a few days in Kansas City during November.

Conductor L. A. Henrich and wife and grandson, Harry Milan, Larimer, attended the American Royal Live Stock Show in Kansas City November 15 and 16.

We understand the Frisco Flower Garden won first prize in the business section contest, but up to present writing have been unable to ascertain just what the prize was. Anyway we were glad that we won it, whatever it was.

Miss Teresa Bayless, stenographer in the assistant superintendent's office, spent a few days in the Ozarks during November.

C. L. Payne was off a week during November, account vacation, spending a few days in Columbus.

J. B. Fowler, switchman, who has been in the Frisco hospital at St. Louis for the past 30 days, is reported as getting along nicely.

Wm. Taylor, conductor, was off the last two weeks in November, account vacation.

OFFICE OF MASTER MECHANIC KANSAS CITY, MO.

LEOTA FRIEND and MARY DAILEY,
Reporters

John Moffett has been wearing the smile that won't come off recently—reasons enough. Mr. Moffett is rejoicing over the arrival of his first grandchild, John A. Moffett, who put in his appearance November 1.

Bill Edwards, timekeeper, made a very efficient chairman of the Charity Drive, staged by Kansas-Missouri recently, and as usual the Frisco shops went way over the top with their donations for this worthy cause.

After watching with keen interest the endurance tests made by a number of Frisco engines from time to time, George Kent, assistant roundhouse foreman, decided to try for a similar record for his 1927 model Dodge sedan. He therefore accumulated an excessive amount of mileage, claims to have forgotten garages existed, had been without a horn on this remarkable motor bus for over two years (we surmise the rattle and knocks served same purpose) and even tells us he passed up filling stations in this endurance test.

The record so impressed the Graham-Paige Motor Company, and they were so anxious to gain possession of this unusual machine, that we understand they gave Mr. Kent an almost even trade on a brand new sedan of their make, of which Mr. Kent is justly proud.

On the evening of November 1, Ernest W. Westfahl, boilermaker third-class, was married to Miss Margaret Anderson, and they are now at home at 15 North Valley street, Kansas City, Kan. We wish them much happiness and prosperity.

Fireman John Washick and wife are spending a 60-day leave with relatives near Pierce City, Mo.

Miss Leona Lloyd, connected with the Christian Board of Publication of St. Louis, but at one time an employe of this office, was a recent guest of Miss Agnes Lynch and spent a few hours in this office renewing acquaintances.

Someone recently took advantage of Mr. Shivers' absence and while his car was parked up town, proceeded to make their get-away; it was thought for a time that Mr. Shivers would be left without a means of conveyance, but after several days' search the car was found only a few miles from Mr. Shivers' home and it was none the worse for usage.

Thos. Woodward, outside hostler helper, and family were called to Anderson, Mo., on account of the serious illness of Mrs. Woodward's father.

At last tired of commuting from Kansas to Missouri daily, John Moffett decided to move to Missouri, where the distance between his home and office is not so great.

A. H. Monfort, first class machinist, and wife enjoyed Thanksgiving dinner in Colorado Springs, where they visited last few days in November.

Dr. Frank P. Welch, Ph. C., Chiropractor, has opened an up-to-date office in the new 47th and Troost avenue building, where he will be pleased to meet his friends. "Doc" is the son of Mr. and Mrs. Chas. Welch, who operate the Frisco eat shop, and is deserving of a liberal practice.

Now that Lucile Witter has a new leather jacket and is all prepared for skating this winter, she can't understand why the weatherman persists in giving us Indian Summer.

Mr. Ross, of the Dearborn Chemical Company, spent several days in Kansas City recently in the interest of his company.

The latest and biggest surprise we have is the news that Miss Dorothy Shippy, until recently employed as stenographer in this office, was married in Los Angeles on the evening of November 15. We are yet without particulars of this happy event, but wish her a full measure of happiness.

The Frisco Shop Team of the Allied Railway Bowling League climbed from last place on the night of November 12 at the expense of the Frisco Clerks by taking three games. These former tail-enders rose to dizzy heights by bowling about 100 pins above their average, Captain Medlock taking the initiative by reeling off three superb games. Heretofore Medlock had been called for fouling, but he blossomed out in a new pair of shiny bowling shoes, enabling him to put on the brakes before he got over the foul line. A new bowling ball, his personal property, also aided in the score.

OFFICE DIVISION ACCOUNTANT FORT SCOTT, KAN.

VASHTI GRIMES, Reporter

Three members of this department, namely, T. J. Sweeney, H. A. Mitchell and Bog Langston enjoyed a day of hunting Sunday, November 8. The day was perfect and the outdoors beckoned to those who are tied down to an office

during the week. Lots of sport was had with the elusive "cotton tail" and all voted to go again as soon as the opportunity presented itself.

C. W. Skates, of St. Louis office, spent several days here during November.

Mr. and Mrs. H. H. McGarvey visited relatives in Springfield the week-end of November 8.

Louise Kriener of Fort Smith displaced Helen Roberts, stenographer, October 29. After a two weeks' stay Louise decided there was only one place on the map and returned home, where she has accepted another position.

Helen Roberts exercised her seniority rights in the office of terminal accountant at Birmingham, but is with us again. Although her stay was very brief, Helen was charmed with Birmingham and southern hospitality.

Mr. and Mrs. R. G. Langston and Jack, motored to Jefferson City November 15 for a two days' visit.

Vashti Grimes spent two days with home folks in Memphis the latter part of October.

T. J. Sweeney, R. G. Langston and J. P. Briggs were absent three days the latter part of October checking inventory.

WESTERN DIVISION

TRANSPORTATION DEPARTMENT ENID, OKLA.

CAMPBELL & HICKS, Reporters

Back on the job again after spending a late vacation in California, which accounts for no news from the Western division last month.

On October 29th Jo Ann arrived at the home of Mr. and Mrs. E. D. Osborn, Cordell. Congratulations.

We have had some changes at Enid. Effective October 22nd Mr. R. C. Canady, assistant superintendent, was transferred to the Southwestern division, headquarters at Oklahoma City; Mr. E. O. Daughtrey was promoted from trainmaster to assistant superintendent and Mr. J. F. Lee of Ft. Scott and Neodesha was sent to Enid to be the trainmaster. We congratulate them on their good fortune and hope each will be eminently successful.

Mr. L. B. Lindley, agent at Ames, has been seriously ill, but we understand he is recovering nicely. While he is away P. G. Whitson is taking care of the work at Ames.

Mr. A. Burnside, agent at Hallett, was off a few days on account of sickness.

Mr. F. C. Lea, agent at Goltry, will be away a few days visiting with friends and relatives in Amarillo, Tex.

Mr. C. H. Garman, engineer, stopped in the office the other day to tell us that his son, Henry, senior radio operator on the U. S. S. 46, will be stationed at Pearl Harbor, Honolulu, in the future. Expect to leave their base in California about Thanksgiving.

Miss Ada Dillon, chief clerk's stenographer, is spending her days in the St. Louis hospital, getting acquainted with the staff and the other patients. She is the best company in the world and we hope to see her back in the office before long.

We extend sincere sympathy to Mrs. Guy Burnett in the recent loss of her mother.

Mr. Wm. Cannady, conductor, wife and daughter, were called to Lyons, Indiana, on account of the serious illness of Mr. Cannady's father.

W. E. Davidson, yardmaster, wife and son, Billy, expect to spend a few days in Galveston and Dallas, visiting with relatives and friends.

Mrs. J. D. Fountain is spending several months in California, Oregon and Washington, visiting her sister and other relatives.

Mrs. C. R. Hall, wife of telegrapher, left Enid about December 1st to spend a few weeks visiting relatives in Iowa. Mr. and Mrs. J. F. Lee are now located in Enid, we sincerely hope they like their new home.

TEXAS LINES

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

C. V. Montgomery, foreman this department, made a trip to Vernon and Jermy, Texas, the first part of this month checking inventory.

James T. Bell, section stockman, and family have moved from West Texas street to North Throckmorton street.

Mrs. J. N. Honaker's mother, Mrs. Bettie Goldston, passed away October 30 after a short illness. This department extends sympathy.

L. J. Lawrence, painter, is a patient at the Wilson N. Jones hospital. He was taken seriously ill while in Springfield, Mo., recently but has improved sufficiently to be moved here to the hospital. We hope he will soon be well again.

J. J. Bryan, electrician, attended the Sherman High-Paris High football game played at Paris November 11.

Mrs. J. N. Honaker, wife of accountant, is ill with tonsillitis and flu at the present. We wish for her a speedy recovery.

Cecil Riggs, messenger, plans to spend the Thanksgiving holiday in Kansas City visiting friends.

Mr. and Mrs. J. J. Bryan have returned from Dallas where they attended the Shrine meeting November 13 and 14.

E. E. Glascock, section stockman, entertained his brother of Indianapolis, Ind., recently. They had not seen each other for nine years. His brother was on his way to South Texas on a business trip.

Lee Smith, freman, had the misfortune to lose his car and garage when they were both destroyed by fire recently.

Miss Lola Margaret Perkins, who has been visiting her grandparents, Mr. and Mrs. M. A. Perkins, has returned to Olney, Texas, where she is attending school this winter. Mr. Perkins is car clerk in the master mechanic's office.

John Harvey McDuffie, son of H. L. McDuffie, stationary fireman, visited his parents Sunday, November 9.

Ye reporter and husband visited relatives in Fort Worth, Texas, Sunday, November 16.

TRAFFIC DEPARTMENT FORT WORTH, TEXAS

CORYLYNE PLEDGE, Reporter

Whew! What a spell, what a spell! How many of you ever had fever so long till you began to see things crawling on the ceiling? Quite an experience and one I have no desire to go through again. All steady on the old pegs again now though, and ready for the Thanksgiving celebrations—I'll certainly have plenty to be thankful for this year.

Wasn't my substitute reporter a knockout? It struck me she had me beat so much that I tried to get her to take the job but nothing doing—said she had four gray hairs from trying to think up something to write about.

Mrs. Willis Moore and Jean Marie are visiting Mr. and Mrs. Harry Granger. Mr. Moore made the trip from St. Louis with them but could only stay a short time and had to rush right back to his duties.

J. C. Tewmey at the present writing is on a duck hunting trip and we are certainly hoping he will have lots of luck for he has promised the office force all the ducks he gets—over twenty. Says he needs twenty himself and then after that he will start distributing them around the office.

SOUTHERN DIVISION

ROADMASTER'S OFFICE MAGNOLIA, ALA.

O. J. GULICK, Reporter

N. L. Smith, section foreman at Coy, Ala., spent a few days this month visiting in Pensacola, Fla.

Foreman W. C. Nanny and Mrs. Nanny of Aliceville, Ala., visited with relatives at Sherman Miss.

Understand that while A. E. Biggers was riding motor car over the Pensacola Sub., taking inventory last month, that he ran over and killed a wild cat. Mr. J. Evans who was also taking B&B inventory, later in the day, found the cat and is having the hide worked into something, possibly a fur coat.

Steve Williams has been transferred from Magnolia, as roadmaster's clerk, to Memphis office on his old desk as time-keeper. Sorry to see Mr. Williams leave, but am sure he was glad to get back where he is better acquainted with the traffic rules of the city. Driving will be a pleasure.

We are getting ready to hold a pigeon shooting contest in the near future at Magnolia and will send out notices in plenty of time.

Mrs. G. W. Whitson and little daughter, Lula, of Kimbrough, Ala., are on a visit with relatives at Pensacola, Fla.

On Wednesday, November 12th, our coal tippie at Pensacola started the loading of coal in the steam H. F. DeBardleben. This ship will be one of five sister ships which will carry approximately 6,500 tons of coal each. Some coal and we are glad to say that our Frisco will handle the greater part of this tonnage. This coal is bound for all southern points and the vessels in return, will handle phosphate rocks from Florida, gypsum from Texas, sand, gravel, etc., and perhaps citrus fruits from Florida.

Relief Foreman W. J. Leverett, at Hamilton Miss., was a visitor this month at Linden, Ala.

Brakeman Lewis on the north end of 931, is unable to be on duty, account of sickness.

There are so many fish stories going the rounds here now, that the writer is "dizzy", and the worst of it is, that they all happen to be true stories.

DORA, ALA.

L. S. SHIFLETT, Reporter

We are all saddened by the death of Engineer Jacobs on Sipsey run, the man with a smile. November 10th he took suddenly sick and died at 2:00 a. m. November 11th. We all sympathize with his family who visited him often in Dora, his home being in Birmingham.

W. L. Hadaway, from Jasper, bid in 2nd trick at Dora.

C. N. Looney, who has gone to the hospital in St. Louis, is being relieved by Conductor Greer.

The coal business still getting better. Shipped 145 cars of that good Dora coal to Pensacola last week. Also took picture of extra 4215 North with 44 loads, 3,520 tons, a solid train of Bunker coal going to Pensacola via Frisco.

The Dora district billed two thousand two hundred and forty-five

(2,245) cars coal the month of October. How is that for business, I ask you, and we look to do more the month of November. Ole Dora, the best town on the Frisco.

The reporter has put away his fishing tackle and is trying to stay out of the woods until November 20th, when the bird season opens. Birds will be plentiful this year, so they say. Here's hoping.

BIRMINGHAM TERMINAL

NELLIE MCGOWEN, Reporter

E. C. Jacobs, 52, engineer for the Frisco, died at Birmingham infirmary, Monday night, November 10th, after a short illness. Mr. Jacobs had been in the service of the company for 25 years. He was a member of the Brotherhood of Locomotive Firemen and Engineers, and was a Mason and a Shriner. Surviving are his widow and one daughter.

Your

Fire Pail and Barrel Equipment

Becomes
Much More
Effective
when

SOLVAY CALCIUM CHLORIDE

is added to the water

Write today for prices and valuable
booklet on fire extinguishing
systems.

Ask for booklet 8255.

SOLVAY SALES CORPORATION

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Manufactured by

The Solvay Process Company

61 Broadway

New York

Mrs. T. P. Willis of Birmingham. Funeral services were held from the residence and interment at Elmwood Cemetery. Mr. Jacob has a host of friends on the Frisco who will regret to hear of his death. Sympathy of the employes of Birmingham Terminal are extended to the bereaved family.

Our sympathy is also extended to H. S. Barr, switchman, in the death of his son in St. Louis on October 15th. Mr. Barr and family attended the funeral of his son, which was held in St. Louis.

Mrs. E. A. Teed and daughter, Lenore, have returned from Ottawa, Ohio, where they were called account of illness of Mrs. Teed's sister.

Mrs. W. K. Thompson, wife of operator at Block 1, was called to New Orleans, La., recently, account of serious illness of her sister.

A. P. Carden, clerk, has returned from St. Louis hospital, where he went to have his tonsils removed.

R. E. Huie, record clerk, is receiving congratulations on the arrival of a grand-daughter, the first grandchild, bearing the name Margaret Rose McLendon. The baby's mother, Mrs. Jack McLendon, is Mr. Huie's daughter.

T. R. Monk, switchman, wife and son James, are visiting Mrs. Monk's parents in Anniston, Ala.

Our sympathy is extended to Mrs. J. C. Cunningham, wife of section foreman, in the recent loss of her sister, who died in Chattanooga, Tenn.

The Frisco Employes' Club gave a dance at the Tutwiler Hotel, evening of November 7th, which was attended by a large crowd of employes and their friends and a very enjoyable time reported by all who attended. Music was furnished by Bill Nappi's orchestra.

Mrs. A. C. Cameron, wife of division surgeon, is visiting her sister in Clarks-ville, Tenn.

Jonesboro, has bid in second trick at Palos, Ala., and is now working at Palos.

MAGNOLIA TERMINAL

T. MUNN, Reporter

The new line has been very busy the last few days moving one hundred and fifty cars of coal to Pensacola for loading one of the coal company's new boats, just commissioned. Understand this is first of several boats to be commissioned within next few months to handle bunker coal and other such commodities to various gulf and Central American ports. Quite a bit of pig iron moving from Birmingham district and lumber from various points to Pensacola for export. Our northward movements of lumber and forest products are increasing nicely.

Our Assistant Superintendent H. E. Gabriel is back on the job after a most enjoyable trip to American Legion Convention at Boston.

Cashier-Telegrapher Todd, Columbus, bid in agency, Hickory Flat, Miss., and was checked in there November 4th. Mr. Means, second trick, Aliceville, bid in Columbus vacancy.

Mr. Grissette, first trick, Boligee, being relieved by Mr. Isbell and Cashier-Telegrapher Mr. Walker, Linden, relieved by Mr. Price.

Extra O. L. Robinette installed temporary agent, Huxford.

G. H. Jones relieving B. Robinette on second Magnolia.

B. Robinette and O. L. Robinette having been called to Midland City, Ala., account serious illness of their father. O. L. Robinette was relieved by extra Byrd from Atmore.

**LOCAL AGENT'S OFFICE
ALICEVILLE, ALA.**

L. S. BROPHY, Reporter

F. M. Means, 2nd-trick operator, Aliceville, was successful bidder on operator-cashiers' position, Columbus, Miss., and was checked into that station on Monday, November 3rd, relieving G. E. Todd, who bid in agency at Hickory Flat.

M. C. Baker, third-trick operator, is

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now working second trick while that position is on bulletin. R. A. Morgan working third trick extra.

C. B. Rock relieved M. C. Baker for ten days during October, while Mr. Baker, wife and new son, visited at Willford, Ark.

A. P. Matthews, assistant traffic manager and A. G. Anderson, agricultural agent, spent the early morning of November 4th in Aliceville, leaving on train 931 for Boligee.

Conductor W. C. Harris, on the Amory-Aliceville local, was off several trips account death of relative, relieved by Conductor Frank Jones.



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him one!*

*Who?
Your grocer or
druggist.
What?*

*A dime. Why?
For a cake of LAVA
SOAP that'll get
your hands so clean
in 58 seconds your
wife will think
you've rented a
new pair.*



*George,
the
Lava
Soap
Man*

**Takes the dirt,
but leaves the skin**

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Conductor H. R. Milburn, on the Aliceville-Magnolia local, was off one trip recently, also relieved by Conductor Frank Jones.

Our thru business from and to the AT&N Ry. for the month of October, exceeded that of October, 1929. We feel mighty good over this.

Assistant Superintendent Gabriel spent several hours in Aliceville, between trains, one day the latter part of October.

AGENTS OFFICE, WILLIFORD, ARK.

L. W. JOHNSON, Reporter

Mr. and Mrs. W. H. Townsend are the proud parents of a little baby girl, born October 27th, christened Virginia Jane. Mr. Townsend is agent, Grandin, Mo., formerly of this place.

Luke Johnson, third-trick operator, made first use of his annual pass, few days ago, when riding local down the line, returning on number 104. He visited Ravenden, Imboden and Black Rock.

Frank Zitzman, signal maintainer, reports an unusual experience. He saw a young woman camped beside a spring near tracks between Williford and Ravenden. She was hiking through the country alone, accompanied by a pet chicken, which Frank saw perched in her lap, eating fish out of a plate. Later the girl came into Williford, purchased a ticket, and expressed the pet to a point in Missouri.

Bill Smith, section foreman, Fickinger, formerly section foreman here, passed recently on way visiting relatives at Ravenden.

Mrs. A. W. Wasson, wife of Agent Olden, was visitor this place last week, seeing after property owned here.

The big rock quarry here has discontinued operations for the year, although some rip rap stone is being shipped frequently.

MEMPHIS TERMINALS

MARGARET STEWART, Reporter

N. A. Weaver, secretary to superintendent terminals, motored to Poca-hontas, Arkansas, October 18.

J. W. Clements, switchman, was off duty several days recently, account of illness.

Henry Kennedy, messenger, was called to St. Louis, October 21, account of the serious illness of his father.

Sympathy is extended to B. M. Henney, assistant chief clerk to master mechanic, in the death of his mother, October 23.

Mrs. T. E. Bryant, wife of icing clerk, was called to Springfield, October 29, account of the serious illness of her mother, Mrs. J. L. Lynch.

Mrs. M. K. Pace visited relatives and friends in Monett October 24.

Miss Myra Jacobs, steno-clerk in superintendent terminal's office, motored to Covington, Sunday, October 26.

Miss Gladys Anne Irwin, steno-clerk in master mechanic's office, motored to Corinth, Mississippi, October 26.

E. E. McGuire, superintendent terminals, and Mrs. McGuire celebrated their thirtieth wedding anniversary, October 24. In honor of the occasion the office force with their families and a few other friends, gathered at Mr. McGuire's new home in the early evening, surprising Mrs. McGuire when she returned from a short ride. Games and music were the features of the evening, after which refreshments, consisting of ice cream and cake, were served. Everyone had a lovely time. Mr. and Mrs. McGuire were presented with an Anniversary Clock, which they wind only on their anniversary.

J. G. Quiett, secretary to master mechanic, visited friends in Springfield, November 2.

H. W. Carmical, switchman, and wife were called to Little Rock, recently, account of the illness of Mr. Carmical's sister.

Mrs. J. M. Winborn, wife of switchman, has just returned from New Orleans, where she was called several weeks ago because of illness.

Mr. and Mrs. Armantout of Decatur, Illinois, spent November 5 and 6 in Memphis with their nephew, J. G. Quiett, secretary to master mechanic.

J. W. Clements, switchman, spent several days the early part of November at Reelfoot Lake, hunting. He reports that he got eleven ducks.

Howard Easley, train crew caller, visited in Marked Tree, Arkansas, recently.

Mrs. H. C. Barnett, wife of chief clerk, has just returned from a delightful visit with relatives in Kansas and Kansas City, Missouri.

W. E. Hendrix, operator Main Street, was called to Jackson, Tennessee, recently, account of illness.

It was necessary for Thomas McGuire, son of superintendent terminals, to undergo operation for appendicitis, November 6, but we are glad to report at this writing that he is recovering rapidly. We trust that he will soon be able to be up and about again.

Miss Margaret Stewart, steno-clerk in superintendent terminals' office, motored to Helena, Arkansas, Sunday, November 9.

A. A. Loeffel, timekeeper, was off duty November 13, account of illness.

F. A. Eaton, switchman, is in the St. Louis hospital for treatment.

J. W. Clements has just returned from the St. Louis hospital where he had his tonsils removed.

Well, it continues to rain and then rain some more down in Dixie, but in the words of the poet, "When God sorts out the weather and sends rain, why rain's my choice."

TRAINMASTER'S OFFICE AMORY, MISS.

VIOLET GOLDSMITH, Reporter

They do say they all slip sooner or later, so it has finally happened to R. T. Hynson, our night train master, although there was a great deal of secrecy about the big event. But by the time this is published, he will be honeymooning in California. We have been unable, so far, to learn the bride's name, but we all offer our sincere congratulations and hope they will have many years of happy married life.

Mrs. H. R. Wade, wife of assistant superintendent, and Mrs. John Barton, wife of operator, have returned from several weeks visit in Emporia, Kan.

Mrs. C. H. Goldsmith, wife of train master, and Miss Violet Goldsmith, spent several days in Henderson, Ky., visiting Mr. Goldsmith's parents.

Mrs. C. H. Keese, wife of engineer, and son, James, have returned from several weeks' visit in Springfield, Mo.

Keith Allen, clerk to assistant superintendents, has about completed his attractive new home and expects to occupy it about the last of November.

Mrs. R. E. Camp, wife of chief clerk, and daughter, Mary Angeline, spent several days in Tupelo, visiting relatives.

We are very sorry to report the death of Engineer E. C. Jacobs on November 10th. Mr. Jacobs had been with the Frisco since about 1903 and was beloved by all his friends. We extend our sincere sympathy to Mrs. Jacobs and family.

Mrs. C. O. Hegberg, wife of engineer, has returned from several weeks visit with her daughter in Springfield, Mo.

Jack Dempsey, idol of the pugilistic world and heavy weight champion for a number of years, was a visitor in Amory the afternoon of November 11th, while enroute from Columbus, Miss., to

Dallas, Texas, where he was to go via Airplane from Dallas to his home in Los Angeles, California. Mr. Dempsey was guest of honor at a big celebration in Columbus, November 10th, and also was referee for the fight there that day.

Mr. Dempsey was accompanied to Amory by C. H. Baltzell, representative of vice-president, St. Louis, or better known to the Frisco employees as "Uncle Charlie," and H. E. Gabriel, assistant superintendent, and while in Amory was shown over our city by Miss Violet Goldsmith, reporter to the magazine.

"Jack" always rides the Frisco whenever possible, claiming to be strictly a Frisco man.

OFFICE OF TERMINAL ACCOUNTANT—BIRMINGHAM, ALA.

G. T. DUNLAP, Reporter

R. W. James was in St. Louis and Springfield during the latter part of October on business.

Helen Roberts, stenographer at Ft. Scott, after being displaced, bumped on position as stenographer-clerk in this office. Miss Roberts worked here only a few days when former position became vacant and she lost no time in returning to Ft. Scott.

Louise Weidman displaced by Miss Roberts bumped on similar position at Chaffee, but was called back to Birmingham before reporting at Chaffee. Miss Weidman surely was appreciative of the fact that she was returned to her old position here.

Members and friends of the Birmingham Frisco Employees' Club entertained with a dance at the Tutwiler Hotel, Friday, November 7th, and an enjoyable time was reported by all who attended this entertainment.

E. T. Boyd who is well known to all employes working at, or coming to East Thomas, celebrated recent election "spoils" with a "feed" for officials and lady employes at East Thomas, Friday, November 7th. R. W. James and Helen Roberts attended from this office and reported on return that "E. T." surely served a "regular banquet".

Joe Connelly, traveling accountant of St. Louis, was a visitor in this office October 28th.

Mrs. R. W. James and children visited in St. Louis and Springfield during the latter part of October.

PENSACOLA, FLA.

GERTRUDE BAZZELL, Reporter

The reconditioned Steamer "H. F. DeBardleben" (formerly SS Bremerton of the U. S. Shipping Board), of the Bulk Transportation Corporation, subsidiary of the DeBardleben Coal Corporation, docked at Frisco Coal Tipple,

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November 12th, and loaded approximately 6,500 tons of coal for Tampa. This ship is equipped with self-loading, discharging and trimming machinery, and is the first of a proposed fleet the Bulk Transportation Corporation plan to operate in facilitating the marketing of Alabama coal and will mean a great increase of coal traffic through Pensacola, bringing on the return trips cargoes of Phosphate Rock, sand and gravel, etc., and perhaps citrus fruits from South Florida; also, gypsum from Texas.

Mrs. G. F. Manning and daughters had a delightful visit in Jackson, Mississippi, recently.

An enthusiastic meeting of members of Frisco Employees' Club was held on the 7th, and officers for the coming year were elected. J. H. Payne was elected president; M. Nobles, J. E. Staples, J. P. Brown, vice-presidents; O. O. Olsen, secretary, and T. O. Lutz, treasurer. The Board of Governors and officers will have another meeting on November 17th to plan club activities during 1931.

T. O. Lutz will spend Thanksgiving with his parents in St. James, Missouri. The Transportation Merit Cup, which was won by the Southern division the third quarter, 1930, has been on display for a week. All employees had the privilege and pleasure of inspecting this beautiful cup.

**LOCAL FREIGHT OFFICE
MEMPHIS, TENN.**

VIRGINIA GRIFFIN, Reporter

C. E. Owens, messenger, spent Sunday, October 19, in Corinth, Miss.

J. A. Ladd, uncollected clerk, also spent October 19 in Mississippi, spending the day with his mother and father in Clarksdale.

We were all sorry to hear of the death of T. E. Hanson on October 20, he having worked in this office from 1911 to January 31, 1928, on which date he was pensioned. Mrs. Hanson has our sincere sympathy. The following from this office acted as pallbearers: S. L. Oliver, W. F. Corkery, C. M. Davis and L. W. Tankersley.

Miss Helen Griffin, comptometer operator in revising bureau, was unable to report for work several days during October, account illness.

W. Y. Billings has been assigned position of assistant disposition clerk, left vacant by W. O. Farris. Bill was formerly yard clerk at Yale.

Everett Hanover, check and receiving clerk, is working temporary position of OS&D clerk due to J. A. Carrigan going to Riverside Press during the cotton season.

L. W. Tankersley, claim clerk, was off November 3, 4 and 5 account illness.

S. L. Oliver spent November 8 in Tunica, Miss., driving down with Mr. S. F. Clark of Clark, Burkle & Company, for the day.

J. A. Carrigan, cotton clerk, and wife visited relatives in Louisville, Ky., November 8, 9 and 10.

Miss Helen Griffin and your reporter spent Sunday, November 9, in Springfield, Mo., visiting in the home of Mr. and Mrs. W. H. Gimson, which we enjoyed very much.

B. C. Scruggs and John A. Ladd were off November 10, having to go to Jackson, Tenn., account the death of a relative.

Messrs Geo. E. Pipes and A. H. Hughes, traveling auditors, started a check of the station on November 10. Glad to have them with us.

Miss Ethel Copeland of Springfield came to Memphis November 11 as comptometer operator in the revising bureau, account her position there being abolished. We are in hopes that she will like us.

John A. Williams, check and receiv-

ing clerk, is now working temporary position of weighmaster at Yale.

Mrs. John A. Ladd, wife of uncollected clerk, attended the Women's Benefit Association Rally in St. Louis on November 13 and 14.

We are glad to see D. E. Creeden, disposition clerk, back this morning (November 17), after being off several days account illness.

**DIVISION ENGINEER'S OFFICE
MEMPHIS, TENN.**

C. C. SICKLES, Reporter

Miss Betty Scott entertained a number of friends at her home October 25, the occasion being her birthday. Robert Scott of Springfield was honor guest.

G. W. Koontz and family spent a few days in Dallas witnessing a football game in which their son George played.

C. J. Thompson of Birmingham visited this office October 30, while in Memphis on a business trip.

Resident engineer R. B. McKee of Tulsa spent Sunday, November 16, visiting friends in Memphis.

Reid and Lowe of Birmingham have moved in and are ready to start work on the new abutment at the west end of the Mississippi river bridge.

News has reached here of the wedding of Henry Westbrook to Miss Fern Watson of Fayetteville, November 7.

C. L. Gilbreath is spending his vacation fishing and hunting around Carthage. He made the trip in his car.

The Missouri State Highway Department is making survey to start viaduct over the north end of Thayer yard.

Hedges-Weeks Construction Company will complete concrete boxes between Springfield and Memphis during this month.

We are very sorry to learn of the serious illness of Miss Bennett's father in Jonesboro, and hope for his speedy recovery.

Another well known employee has left active service and joined the pension roll. "Uncle Bill" Morrell's visits were looked forward to and we are going to miss him very much.

The warehouse to serve D. Canale & Company at Jonesboro has been completed.

Mr. and Mrs. J. R. Scott of Springfield spent several days the latter part

of October at the C. M. Scott home here.

Mrs. R. W. Olney visited in Chaffee while Mr. Olney was doing special work in that territory recently.

During the first of the month an inspection trip was made over the line from Springfield to Thayer. All section foremen and roadmasters were along. Another such trip was made from Amory to Birmingham on Sunday, November 9, the section foremen on this territory being present, with Mat Connelly and John Sickles as guests. Mr. Frazier and Mr. Koontz were on both trips. It is evident that much good is accomplished on these trips.

E. D. Ferguson spent his vacation in Pontotoc and Memphis.

R. J. Mock, formerly in this office, is now located with the Post Directory people at Memphis.

The river bank work along Georgia avenue yards is nearing completion.

The work on the Alabama river bridge has been completed.

The many friends of Miss Mary Alys Sickles were surprised to learn of her marriage to Mr. J. H. Cunningham of Memphis. Mr. Cunningham is a Frisco employe. Both of the young people have a host of friends over the Frisco and all join in wishing them the happiest wedded life.

**SUPERINTENDENT'S OFFICE
MEMPHIS, TENN.**

BERTHA HARRIS, Reporter

Steve Williams has returned from Magnolia and resumed work in time-keeping department, temporarily.

Idalea Chum, 691 clerk, was in St. Louis hospital latter part of October for tonsil operation. Is now back at work and fully recovered.

T. D. Wages, clerk in trainmaster's office, recently gave up that position to return to board as operator and extra dispatcher.

J. B. Tipler, dispatcher, made a business trip to Sapulpa recently.

Fall activities have started at Glenview Community House. Clint Andreck, son of trainmaster's clerk C. J. Andreck, has resumed boxing and won the first fight October 29. Is scheduled to box again night of November 19. Several of the "fight" fans have purchased tickets to attend and root for him.

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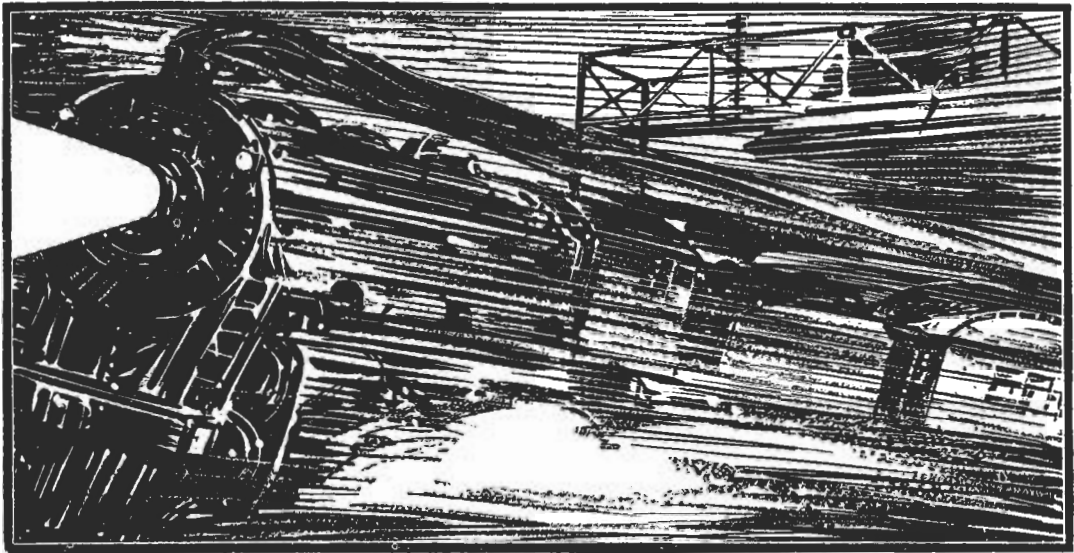
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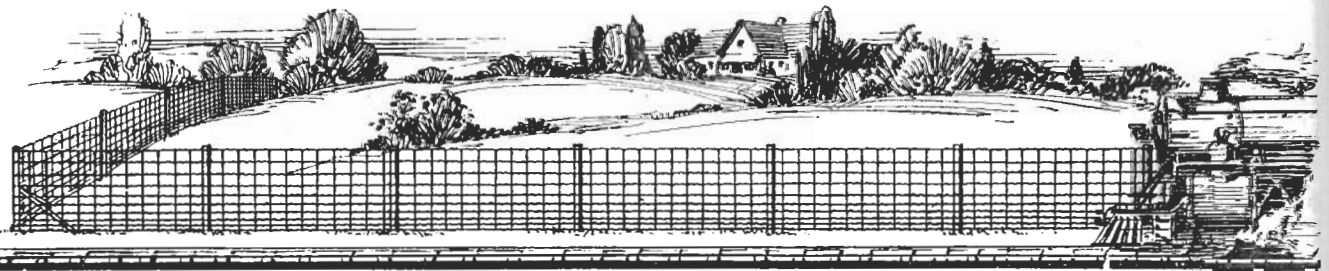
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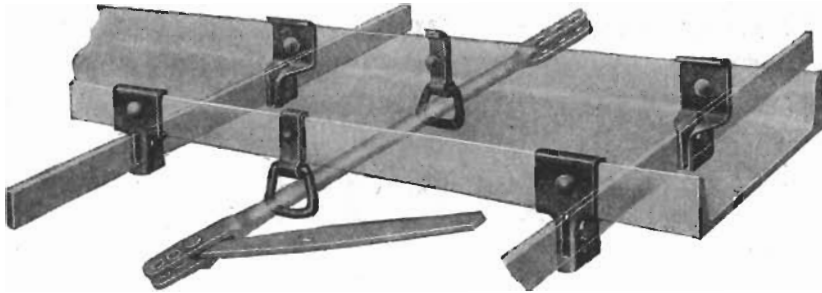
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# Could YOU remember the CHRISTMAS of 1915?

Here is an interesting little story.  
And it is true.

It was after dinner. We were reminiscing. John suddenly pulled out his watch, glanced at it and went to the telephone. His wife set down her coffee cup and leaned toward one of the guests.

"Did you see that lovely old Hamilton of John's?" she whispered. "Don't tell him, please, but we're going to give him a new Hamilton this Christmas."

"A great idea! How long has he had that watch?"

"His father gave it to him in 1915. He'll always remember that date exactly. You somehow do—when it comes to things like that."

A good record! As a railroad man (no doubt carrying a Hamilton that has served even longer) you'll agree to that!

Yet today's Hamiltons are more modern, of course, and just as accurate.

If some one in your family hasn't a fine watch, we invite you—we urge you—to give him (or her) one of the new Hamiltons—a watch so lovely, so precious, they will always remember this Christmas, 1930.

Perhaps you, yourself, need a new railroad watch . . . or a smart pocket or strap watch for those hours off duty. At any rate, ask your jeweler to show you the new gift Hamiltons. And let us send you a booklet describing them, together with your copy of the convenient Hamilton time-book. Address Department "R," Hamilton Watch Company, Lancaster, Pennsylvania, U. S. A.

(Reading down)—The new *Montour*—a dainty 17-jewel wrist watch in 14K white gold with cord bracelet, \$75. The *Perry*, a smart 17-jewel strap watch by Hamilton, in 14K filled white or natural gold, \$55. The *Marshall*, a beautiful new 17-jewel pocket Hamilton in 14K white or natural gold. With extra charge dial, as shown, \$78.

*Railroad Model No. 7* is Hamilton's newest "992." Distinctly modern in design, in 14K filled white gold or 10K filled natural gold. Choice of three Railroad type dials.



# Hamilton Watch

*The Railroad Timekeeper of America*

Hear the Hamilton Watchman every Thursday night at 8.45 E. S. T. over WABC and associated stations of the Basic Columbia Network.

1915  
1916  
1917  
1918  
1919  
1920  
1921  
1922  
1923  
1924  
1925  
1926  
1927  
1928  
1929  
1930



**FRISCO**  
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## *Frisco-land* When Santa says "Giddap!"

FROM, to and thru Frisco-land old Santa rushes his bundles and packages of greetings "via Frisco Lines."

His cheery "On Dasher—Giddap" sets in motion a vast transportation system embracing more than 5800 miles of rails, and more than 25,000 alert workers—every one of whom takes this opportunity to wish you—

*A very Merry Xmas and  
the happiest of New Years*

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