

THE FRISCO EMPLOYEES' MAGAZINE

Vol. XIII

JANUARY, 1935

No. 1



Santa Claus (C. H. Baltzell) appears in the accompanying picture, ready to deliver gifts to members of the St. Louis Frisco Girls' Club at their Christmas Party at the American Annex, December 20. J. W. Jamison, J. R. Koontz, S. S. Butler and L. E. Martin are seated at the speakers' table with officers and guests of the Girls' Club. One hundred fifty were present.

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The FRISCO EMPLOYEES' MAGAZINE

ROOM 835 FRISCO BUILDING :: ST. LOUIS

JOHN W. NOURSE, *General Passenger Agent*
In Charge
MARTHA C. MOORE, *Editor*

Vol. XIII

JANUARY, 1935

No. 1

NEW APPOINTMENT FOR C. B. MICHELSON

In an appointment circular issued by J. R. Coulter, general traffic manager, C. B. Michelson was appointed Perishable Freight Agent, with headquarters at St. Louis, effective December 1, 1934.

Mr. Michelson has been engaged in colonization and marketing work and his new duties will be to supervise and assist in solicitation of perishable freight. He has had wide experience in the handling of this particular type of traffic on the railroad, and his appointment is intended to increase the perishable freight traffic of the Frisco, off-line as well as on-line. His territory will be country-wide.

Mr. Michelson will soon celebrate thirty years' service with Frisco Lines, having entered the service in May, 1905, as secretary to Samuel A. Hughes, general immigration agent for the Frisco. He was later made chief clerk and traveling immigration agent, and when Frank Anderson came to Frisco Lines as director of the development department, Mr. Michelson was made marketing agent. He was later made supervisor of farm marketing, and in 1928 received the appointment of colonization and marketing agent, where he has served until the recent appointment.

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

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THE FRISCO EMPLOYEES' MAGAZINE

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

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

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

MEMBER



The **KELLOGG GROUP**
176 W. Adams St., Chicago, Ill.

Monett Club Stages Big "Frisco Day"

EACH Frisco Employe Club on Frisco Lines is endeavoring, through the members of its organization, to sell Frisco service, to advertise Frisco service and to give Frisco service. The employe members of these clubs take various means of keeping before the public the name of Frisco Lines, and worthy of note is the recent program sponsored by the Frisco Employes' Club of Monett, Mo., on December 12.

The employes of this club selected this day as "Frisco Day", and encouraged the merchants and residents of Monett to join with them in several programs. The strongest bond of fellowship and cooperation exists between the club, its members, and the various clubs, organizations and business men of Monett, and so the day was a huge success.

It was planned and carried through by the energetic and enthusiastic president of the club, C. J. Kunz, who is also general agent of the Frisco at Monett. Mr. Kunz is a firm believer in variety, and there are no two club programs alike. It is not necessary that this club hold regular business meetings, although that is done, because each and every employe is on the alert, day and night to see that no inroad is made into the town by forms of transportation competitive with Frisco Lines.

To properly give credit, one must start with the Monett Times, which unstintingly gives of its space to all Frisco activities. Through the columns of that paper, "Frisco Day" was heralded a number of days before, and on the evening preceding the big day, the Monett Commercial Club, Junior Chamber of Commerce, Kiwanis Club and Monett Ad Club banded together and took a full page space in "The Times", expressing the appreciation of the Frisco, the club, and the patronage given the Monett stores and business enterprises. The wording of this full page advertisement is contained on this page.

The V. B. Hall Wholesale Company, one of the largest patrons of Frisco Lines in Monett, carried an impressive ad, separate and apart from the full page referred to in which they stated:

"The fine refrigerator cars of the present day keep foodstuffs fresh and sweet for you, the splendid transportation facilities of the Frisco speed the movement. In Monett and in its trade territory we provide the means of proper and quick distribution that puts the fine foodstuffs out where the

consumer may obtain them while they are fresh and fit for a king.

"Look in the display window at your grocers. Observe all the fine foods. Give thought to the fact that to have a good distributing agency in your town is important. Give thought to the splendid service provided by the Frisco"

Little else need be said of the cooperation and the fine spirit which exists among the Frisco folks and business men of Monett.

And so the day of December 12 dawned, bright and clear. At 10:30 a. m., C. J. Kunz, with guests of the Frisco at Monett, went to the high school, where for a period of an hour 700 students of the junior and senior high school learned more about the Frisco. From song book folders they sang parodies of familiar songs written around the Ozark country and Frisco Lines, led by Prof. Lytton

1085 Persons Present at Three Assemblies

Davis. Martha Moore, editor of the Frisco Employes' Magazine, told them something of the large amount of taxes paid by the Frisco which helped to maintain the Monett High School; of the splendid service on the road, in and out of Monett, and of the \$62,000 payroll earned by the Monett employes each month and spent in Monett.

C. H. Baltzell, accident prevention director, cautioned the children along safety lines, and to their amazement and astonishment stated that a startling number of accidents were caused by motorists running into trains while they were both moving and standing at or near crossings.

Pearl Lewis, secretary of the club, thanked the students for their attention and for the inspiration their singing had given to her, and Frank Wightman, secretary of the Commercial Club, talked of safety rules in the home.

M. L. Coleman, superintendent of the Monett High School, told the Frisco group of the high esteem in which each of the pupils held Frisco Lines in Monett.

Following the luncheon period, Mr. Kunz and Miss Moore addressed the Book of Rules meeting for a short period. Mr. Kunz told of the record made by the employes in their solicitation efforts and extended to the operating employes an invitation to the meeting at the Casino that evening. Messrs. Jury, Sims, Gabriel and Hale were in charge of the meeting in the afternoon.

The visitors then called at many of the business houses, exchanging the greetings of the season, and at 7:30 p. m. approximately 300 employes and their guests gathered at the Casino for the last event on the program, the club meeting and entertainment provided for the employes and guests.

At this meeting, Mr. Kunz presented the following story of the accomplishments of the Frisco Employes Club at Monett. Among other things he said:

"The Frisco Employes' Club of Monett is proving itself of great value and help to the great industry to which we are all associated. I feel that our club is just as essential and important to the Frisco as the Chamber of Commerce and Commercial

A Message of Congratulations to the Frisco Employes' Club

GUMPTION!

Webster says that word means "cleverness" or "common sense".

In the old days one heard that word a lot. But in its common usage it meant a man had common sense and cleverness plus. It meant he had courage, determination, grit, that he would stick to what he started until he finished it.

To say a man had gumption was to pay him a big compliment.

It appears the Frisco Employes' Club has gumption.

In a time when many people were letting their gumption slip, and getting dangerously near inertia, you went out and proved that increased business can be had by going after it.

Just old-fashioned solicitation has worked.

Just an old-fashioned invitation has brought business in.

You've got gumption and we congratulate you.

We congratulate you and thank you for putting Monett in such favorable light with the officials of your company.

We commend your enterprise and your loyalty to those who employ you.

You have set a fine example. The entire community should profit by it.

We believe that such cooperation carried out to the fullest extent, with employer and employee, friend and neighbor, all pulling together giving patronage to those who support the town, will assure to Monett a future of prosperity and happiness.

We are glad to cooperate with you, to patronize you, and in the same spirit we solicit your patronage for Monett stores and other Monett business enterprises.

MONETT COMMERCIAL CLUB
JUNIOR CHAMBER OF
COMMERCE
KIWANIS CLUB
MONETT AD CLUB

Club are to the City of Monett. All wide-awake communities are fostered along through their civic organizations, and the people of Monett would not entertain the thought of dispensing with the services of those organizations which are doing so much to promote the interest of all its citizens. Much time talent and money are sacrificed by those actively engaged in those organizations.

"The Ozark Play Grounds Association was formed to direct their activity towards acclaiming the beautiful Ozarks Region to the world, primarily to attract visitors and settlers.

"It is entirely proper and fitting that the Frisco employes should band themselves into an organized group for the purpose of promoting the interest of the Frisco in general and doing everything possible to attract patrons to our service. Each employe, in whatever capacity he is engaged, should consider himself a Frisco Ambassador and appoint all members of his family as 'good will messengers' to assist in this most worthy work. This can be done in the most practical way as best suited to the individual qualifications. Trading at home where the merchants are friendly to our cause and are giving us nearly 100 per cent of their traffic, prevailing upon merchants and others to use Frisco routing stickers on all their orders, and refraining from patronizing bootleg trucks, are some of the suggestions offered in connection with our soliciting work.

"I feel that the best and most logical JOB INSURANCE for rail workers, is our campaign to increase revenue. It takes revenue traffic to create jobs, and this revenue has no other way of trickling into our cash box except through the sale of traffic. Forty-five per cent of the traffic formerly handled by the railroads is now being transported by other agencies, and now is the time for all employes to cooperate to their utmost in assisting to divert all tonnage possible back to our railroad, where it rightfully belongs.

"We should not permit our seniority selfishness to cause us to remain dormant to this call.

"If I were general chairman of any railroad organization or railroad brotherhood, one of the very first things I would do, would be to launch a vigorous traffic campaign among my constituents. Of what use or benefit is the "griever" to the man who has lost his job account insufficient traffic.

"Traffic is available, and I know from personal experience that the Frisco Employes' Clubs are equal to the occasion if they use the proper effort, and can do more to stabilize rail employment than any other employes' group. During the twelve months' period, November 1, 1933, to November 1, 1934, through a systematic soliciting campaign, the Monett Club secured traffic from the trucks amounting to 224 tons of less carload freight, adding \$5,509.24 to the Frisco treasury. This figures over \$100.00 for each Frisco employe living in Monett. Should this ratio of new business prevail over the entire Frisco Line, approximately one and one-half million dollars of new business would be added to our revenue. I don't believe there is a Frisco employe working but what can control or can attract business amounting to \$100.00 annually.

"All classes of rail employes are feeling the crushing force of unfair competition, and I cannot figure any valid excuse for Frisco employes not interesting themselves in behalf of our efforts.

"Statistics show that from 1920 to 1930 one-half million rail workers in the United States lost their positions;

three years following an equal number were thrown out of work. If this ratio is carried through this current year, thousands more self-respecting rail employes will be dislodged. How many in 1935? That answer is left to the soliciting effort of each individual employe."

Miss Moore complimented the club on its initiative and splendid record, and suggested additional avenues which might be open for further work along the lines now followed. Each of the guests from out of town were introduced, and those who arrived for the evening's entertainment included: M. M. Sisson, J. L. Harvey and wife and E. D. Chaudet, all of Springfield, and others.

A hilariously funny hour followed with the entertainment feature, when Special Agent Tom Kennamer, of Springfield, presided as judge at a mock trial which involved the visiting guest, Miss Moore, and F. H. Peck, general agent of the Railway Express Agency at Monett, Mo. Witnesses, the jury and clerk were chosen from the audience, and Emory C. Meden, an attorney of Monett, served as attorney for the plaintiff, while Jos. E. Sater, also a Monett attorney, served the defendant. The trial brought many laughs and furnished real entertainment for the crowd, although the principals were somewhat confused and at times gave contradictory testimony.

Following the "trial", the employes and guests were served with a light lunch and enjoyed cards and dancing until a late hour.

"Frisco Day" will long be remembered in Monett. It was a decided success from every standpoint and as would be guessed, the officers of this club are, even at this early date, planning to make it an annual affair and enlarging the program to a great extent.

STRAWBERRIES IN NOVEMBER

Although the crop is extremely limited, the second strawberry harvest was in full blast during the month of November in the Mansfield, Ark., district. The double harvest of fruit, unheard of in the Ozarks, was credited to the warm, rainy period following the extended drought.

At one point, five quarts of ripe berries were picked, and at another point a full 24 quart crate, which brought 30c a quart on the market.

The same condition has caused a second harvest from early vegetable gardens and blooms from rose bushes have been profuse, as well as from spring blooming plants.

PROMPT HANDLING

J. H. Doggrel, superintendent of transportation at Springfield, Mo., reports for special commendation the following instances of prompt handling of equipment, also loaded traffic going to Frisco patrons:

RI car 62744, lumber for Marquette Cement Company, was received at Cape Girardeau, train 832, December 3. Car placed for unloading promptly and forwarded on train 834 the same day.

RI 158407, salt, Hutchinson, Kan., was received at Menfro, Mo., train Extra 4021 south, at 8:00 a. m., November 28, and due to the efforts of Agent W. C. Richter at Menfro, was released at 3:00 p. m. same date, and car moved forward in train 834 that night.

Southern 162112, merchandise from Mobile, Ala., for Frisco stations south, received from the Southern at 3:00 a. m., November 29, moved on train 255 into Pensacola, empty returned on train 232 and delivered to Southern at 11:35 p. m., same date.

ATSF 27161, car of flour and feed was received from the GCSF at Ardmore, November 21, and received at Ft. Towson, Okla., November 22, at 11:00 a. m. Car was unloaded and released at 3:00 p. m. and moved out on train 737, November 22, at 3:48 p. m.

ATSF 122359, flour, received at Mannford, Okla., train 637 at 1:40 a. m. Agent Howell phoned consignee, and car was unloaded by 12:00 noon and empty moved to Tulsa for home to owners, train 644, at 12:30 p. m., November 27.

ATSF 57861, car of cattle from Talpa, Tex., set at Trout Spur by train 732, 9:50 a. m., November 19. Car was made empty at 10:00 a. m. and picked up by train 733, same date at about 6:30 p. m., for Paris, to owner.

UTLX 71395, oil, Wood River, Ill., to Menfro, Mo., received October 24, at 10:00 a. m., released October 24 at 1:00 p. m. and moved in train No. 834 same date.

CMSTP 271042 received Fagus, Mo., empty, train No. 831, October 19; moved in train No. 830, October 20.

ATSF 126143, flour and feed, received in No. 833's extra at Wittenberg, Mo., 8:35 a. m., October 19. Car was made empty at 3:45 p. m. and returned to St. Louis in No. 834 the same day.

A NEW OFFICE

Rastus: "Brothaw president, we needs a cuspidor."

President of the Eight-Ball Club: "I appoints Brother Brown as cuspidor."

"Roundup" Day Is Busy One at White Oak Station

By M. C. MOORE

Miss Rhoda Carruthers,
Agent—Frisco Lines,
White Oak, Okla.
Dear "Rudy":

I've been hearing some fine reports about you, and it seems to me that you'd make a fine subject for a story in the Frisco Magazine.

Glanced over the shoulder of one of our traveling men the other day and found that you have some big cattle movements lined up for the near future. How about my arriving in town on one of the days when you're shipping out a big bunch over the good old Frisco?

Just let me know the approximate date—if you can't set it now, let me know about when, and then send me a wire and I'll run down to Vinita and get over to White Oak.

I'm anticipating the pleasure of meeting you and securing the story. How about it?

Cordially,

M. C. MOORE.

Dear Miss Moore:—

Received your letter yesterday, and if I had received it a day sooner, I'd have had you come today, but I'll let you know the very next time we have a big shipment and, too, I'll get the cowboys to give you a big dinner.

We will try and show you some real business and some real Frisco boosters. The business is fine here and I surely am proud of it.

I'll wire you soon, as I still have nearly 6,000 cattle to ship out.

Best wishes,

RHODA CARRUTHERS.

AND then "Rudy" wired, and I boarded Frisco No. 9 on the night of November 13. The Meteor didn't stop at White Oak, so I left a call with the porter to wake me about 4:45 a. m., as the train arrived at Vinita at 5:03 a. m., and as per our arrangement, "Rudy" was to meet me there.

Needless to say, the anticipation of the next day's events kept me awake. I took the file and read it over, and mentally planned the questions I wanted to ask about the work this agent does.

White Oak is a small town located in the cattle and hay country. There are two merchants in the town, O. M. Haynes, a grocery man, and George Vogel, hay and feed storekeeper. Both of them are loyal Frisco patrons and much interested in this enterprising agent.

Of course, I wondered what "Rudy" would look like, and if I'd find real cowboys. The wondering kept up for a long time and then sleep must have come, for the next I knew, the porter was calling me for Vinita.

As the train came to a stop, there

stood "Rudy", smiling and extending a hearty welcome to the cattle country. With her was T. H. Hartley, whose cattle were to be shipped out that day.

As we drove to White Oak, "Rudy" told me that the cowboys had been up since about 3:00 a. m., cooking a real cowboy breakfast for me. As we approached the Frisco station, light from a big fire showed us the chuck wagon, the bunk house and the cowboys stirring up eggs, toasting bread and stirring potatoes in a skillet.

There were a million stars blinking in the sky, and yet it was dark—darkest just before dawn. My first picture of the cowboys, their bunk house, the chuck wagon, all lighted by flickers from the big fire, was one never to be forgotten. And to make it complete, No. 439, the Oklahoma and Texas fast freight thundered through, its headlight blazing and lighting the steel rails ahead.

I filled my nostrils with the smell of bacon, toast, eggs, coffee and potatoes, and my plate with a little of each. The early morning air whipped through my clothes, and I asked for a second cup of coffee.

The cowboys, Charles Calvert, Roscoe Barney, J. G. Periman, Ross Wills, Richard Calvert and Ray Newland, furnished a real thrill for me, with their ten-gallon hats, their cowhide vests and leather chaps.

Then "Rudy" took me to her little home, where I hurried into my riding clothes and leather boots. Then back to the station just as dawn was breaking. "Rudy" had a full day and she got into her work promptly. Now and then I'd ask her a question about the service, her shippers and the country surrounding her station.

She was reluctant to tell me much about herself, except that she had begun her service at the Frisco's Ft. Scott, Kan., office under the training of E. E. Swafford and George Linster. That was when J. H. Brennan, superintendent of telegraph, was conducting a telegraph school.

On April 16, 1918, she was sent to Foyil, Okla., on her first job as third trick operator, her sister, who had gone to school with her, was on the second trick. She also served at the stations of Claremore, Garnett, Caatoosa, Verdigris, and came to the lit-

*Rhoda Carruthers,
Agent, Shows Big
Volume of Business
From Small Station*

tle station of White Oak, Okla., in 1931.

Here she has won the favor of the cattlemen, so much so that they say once "Rudy" was bumped by someone with more seniority, but the cattlemen insisted she be kept at this station. And "Rudy" has given par excellent service. Not one car of cattle or any other commodity is ever loaded at White Oak, that she is not there to superintend the loading. She stands at the cattle chutes and counts the cattle as they are loaded, and it is that personal service and interest she takes which makes these friends so loyal to her.

She took from her files lists showing the names of her various shippers and she asked particularly that they all be mentioned, and the list shows the area from which she draws her shippers.

T. H. Hartley, in charge of sales, Livestock Company at Parsons, Kan., and his brother, F. M. Hartley, banker at Grove, Okla., were the shippers whose cattle were to be loaded that day. Other shippers of cattle, grain and supplies include: K. J. Montgomery, Vinita and Centralia; J. S. LeForce, E. E. LeForce, Lowry LeForce, Drake Hawkins (buyer of government cattle and shipper of his own); Stanis Lans Hay Company, Tom Giles Hay Company, J. V. Roberts, Lewis Foster and Ray Saunders, all of the Vinita territory; Ed. Bond, Steve Duncan, George Harlan, W. O. Dillon, A. W. Kennedy (County Commissioner), C. H. Christian, Fred Fawling, Gilbert Fawling, Bert Woodard and John Martin, all of White Oak, Okla.; Condray & Son, and O. B. Williams, of Estella, Okla.; R. E. Barham, Oak Ridge, La., also E. M. Clark, Collinston, La., both pasture their cattle at White Oak, using Frisco facilities for shipping in and out.

As we sat in the station talking, the cowboys motioned for us to come to the bunk house. There they had a pony saddled and insisted that I ride with them to round up the cattle. That ride furnished half the thrill

(Now turn to Page 15, please)

FRISCO ROAD CITY BUILDER SINCE 1902

The Okmulgee, Okla., Tribune of November 16th carried a splendid story of Frisco facilities at Okmulgee, Okla., and in the article, G. A. Brundidge expresses his appreciation to the industries and individuals of Okmulgee which have patronized the Frisco during 1934.

The article is quoted below:

A trainload of Okmulgee County products—oils, coal and gas—leaves Okmulgee every work day in the year for the markets of the East, West, North and South, via the Frisco Railroad, according to officials of that company.

When Okmulgee was an Indian village of only a few hundred population at the beginning of the century, the Frisco Railroad made its initial run into Okmulgee. Since that time the railroad has built terminal facilities extending from the main line and from the Muskogee and Fort Smith sub-line, around the north side of Okmulgee, southwest to the glass plant and industrial area of the city. There are now 31 miles of industry and switch tracks here.

During the period when the government operated most of the larger trunk lines of the nation, the Frisco built the large freight warehouse on West Sixth Street, which contains the office of General Agent G. A. Brundidge, who is general manager of the various branches here.

According to Mr. Brundidge, the Frisco is a believer in the welfare of the communities that it serves.

"Here in Okmulgee," says Mr. Brundidge, "one of the large initial projects of this railroad was the help given to secure the Baker Brothers Glass Company and the old Interstate Glass factory, built by the late Dr. L. S. Skelton, now owned by W. B. Pine. It has, at all times, been in hearty accord with rates and situations which would make Okmulgee's industrial plants profitable to its owners and to the railroad."

Several years ago the Frisco inaugurated the free pick-up and delivery service for this city. The service extends to all of the cities on the Frisco with the exception of the Florida lines east of Memphis.

Each department of the Frisco, Mr. Brundidge says, is under the supervision of experts, well equipped to handle their own particular departments.

"The Frisco appreciates the large business it enjoys in Okmulgee," Mr. Brundidge continued, in speaking of the pioneer railroad's activities here. "It purchases a large amount of fuel

BETTER HOUSING CAMPAIGN REVIVES BUSINESS

Improvement of their business since launching of the local Better Housing Campaign was reported by a majority of contractors from whom information was received in a survey made last week, and employment of workers in the building trades also has shown a decided increase, on the basis of check-ups made in scattered sections of St. Louis, it was announced from campaign headquarters in the Chamber of Commerce Building.

Property owners of St. Louis and forty-one communities of the County already have pledged themselves to expend more than \$9,500,000 for improvement of residential and business buildings. With approximately 40,000 buildings still to be canvassed by members of the field force, and with the drive to continue another month, officials of the campaign are confident that pledges to spend a total of \$14,000,000 will be obtained in the campaign, being conducted by the Federal Housing Administration in cooperation with the St. Louis and St. Louis County Chambers of Commerce.

oil, gasoline, lubricants and other by-products from its refineries, amounting to approximately \$20,000 per month. It has helped to keep the mines of the county open by its purchases of coal to the extent of \$42,000 per month."

A payroll of \$15,000 per month to 75 families comes to this city from the Frisco. The largest item the line pays out in this county is for taxes, which averages \$8,000 monthly. In addition, the average expenses for water, electric lights, telephone and incidentals amounts to several thousand dollars each year, Mr. Brundidge says.

Ninety per cent of all the box cars, flat cars, coal cars and other equipment used by Okmulgee industries are furnished from the ample equipment of the Frisco, the agent says.

A recent improvement to service here is the special equipment added to automobile cars. There are now 300 cars for transporting motor cars being run by this company.

"Our freight schedules are unsurpassed," says Mr. Brundidge. "We have second morning delivery from St. Louis, Kansas City, Fort Worth and Dallas; third morning from Memphis and Chicago, and sixth morning from New York, Philadelphia and other Atlantic seaboard cities."

Sixty contractors, including painters and paperhangers, were queried in the survey to obtain an indication of actual results in the drive that is being conducted here by the Federal Housing Administration in cooperation with the St. Louis and St. Louis County Chambers of Commerce.

"Several of the firms contacted reported the best business in years, and a great many of them reported a better business than they had had in the same period last year," it was stated in the report giving results of the survey.

"The contractors and builders were universal in their opinion that much better business can be looked for right after the first of the year. Seven firms were particularly enthusiastic over the results secured in the last thirty days, and attributed their increased business to the Better Housing Campaign."

Check-ups made to obtain an index to the amount of improvement work already actually under way, and the number of men employed, covered only nine out of the thirty-six districts into which the city and county have been divided for purposes of the campaign, and in one of the districts the check-up was not complete.

"These scattered spot check reports" according to a summary of the findings, "showed definitely 325 jobs in work, requiring the expenditure of \$157,595 to complete, and employing a total of 1,320 men, affording an average of \$80 work to each man. Work already completed will approximately equal the above, thus it is safe to assume a total of \$300,000 already spent in these nine districts, giving an average of \$80 of work to 2,600 men and causing the purchase of materials costing approximately \$100,000.

All check-ups in St. Louis were made in representative districts, officials of the campaign said. In five of the districts, detailed figures were obtained to show the employment provided by various classifications of building work or improvement of equipment. These figures showed that 270 painters were employed, 264 carpenters, 164 paperhangers, 141 plumbers, steamfitters, heating repair and installation men, 106 roofers, 65 electricians, 63 concrete and cement workers, 57 laborers, 54 plasterers, 37 brick and stone masons, 30 tinners, 17 tuckpointers, 10 floor workers, 10 landscape workers, 7 weatherstrip men, and 7 sheet metal and iron workers.

Whose Highways?

(The editorial, quoted below, appeared in the Springfield Leader and Press of Springfield, Mo., on December 3. It brings out many facts emphasized for a long time by rail employes. Due to the heavy snow which blocked the railroads, Frisco trains halted at unscheduled stops to pick up the highway travelers and bring them safely into the various towns. In many towns there was not enough food on hand to provide for the needs of the stranded travelers of the highways. We wonder what would have happened, had not the old reliable steam locomotive with its diners, comfortably warm coaches and Pullmans come to the rescue?)

The Thanksgiving day snow brought again to motorists the realization that the highways, which their money has built and maintained, have been monopolized by those who seek to use them for their own commercial profit. Many a citizen spent hours of hunger and cold stalled upon the roadway because some monster laden with freight blocked the path. Many another slipped into the ditch in an endeavor to make his way around some juggernaut that refused to yield a fair share of the road.

We do not condemn the trucks and buses only because they prove a menace and a discomfiture in the aftermath of an unexpected storm. They plague us in fair weather and foul. They not only ruffle the disposition of a citizen traversing our boasted highways, but they render much more hazardous travel already fraught with danger.

How long we shall continue to play the chump and spend our millions to maintain right-of-ways for companies engaged in transportation we do not know. The state legislature which convenes next month, if it possesses the courage, can do much to bring relief for those to whom the highways belong. It is incongruous and it is unjust that we compel the railroads to build their right-of-ways, to maintain them and to pay high taxes upon them and that we ourselves build, maintain and give tax free to their competitors right-of-ways we had hoped would be dedicated to our own use.

Unless we soon take some action to properly regulate use of our highways we shall find that they have been stolen from us. The heavy truck, built as wide as half the road and therefore demanding more than half, so high a motorist cannot see beyond and so long that passing in normally heavy traffic involves risk to life, not only menaces our physical existence but rapidly pounds our highways into dust. The heavy bus, which swoops down upon us as we round a corner, endeavoring to maintain railroad schedule as it dodges in and out among private motor cars, punishes our highways almost as much.

Those who have appropriated the people's highways attempt to silence all argument against themselves by crying that those who oppose their theft champion the cause of the railroads. Of course, that is not so. We only contend that improvements which the people have made and for which they have paid should belong to them. But we are perfectly willing that it be said we do champion the railroads' cause. Railroads we must have. They and they alone can carry our heavier and our industrial merchandise. Without them our country soon would become stagnant. If we are to kill them off, if we are to put upon the highways this freight which the railroads carry, then, indeed, have we lost the privilege of our \$150,000,000 roadway system.

Regulation of the use of our highways would be a simple matter. The size of vehicles should be properly and reasonably limited. A tax should be fixed at a cost per pound of each conveyance, fully loaded. Then the people would be returned compensation for the damage done.

Highways should be maintained for the swift, comfortable and safe use of the citizenship of the state. That we no longer enjoy. Soon we shall be prohibited the highways altogether.

We respectfully commend the problem to the incoming state legislature.

OLD AD DISCOVERED

W. M. Estus, president of the Frisco Employes' Club at Afton, Okla., found an old Frisco advertisement which appeared in the Afton American in 1904, which reads in part:

"Completely and comfortably serves Western Missouri and Eastern Kan-

sas to the principal cities east, west, north, south. Pullman sleepers, reclining chair cars. Trains lighted and ventilated by electricity. The direct route to the World's Fair City, St. Louis, Mo."

Thirty-five years in the future, folks will probably read with as great interest, the ads which appear in our papers today.

OZARKS LURE MANY

The Ozarks prove enticing for those seeking new homes. Due to the fertile soil, both rolling and level farm lands, many desire it in preference to any other part of the country.

An interesting case has just come to light, reported to the Frisco Magazine through the United Farm Agency, and by C. W. Robertson, representative at Marshfield, Mo. O. W. Bryant, formerly worked for the Anglo-Persian Oil Company for several years. He was in Persia for some time, then went to Bagdad, Iraq. This country was formerly a part of Turkey.

As the depression came on, Mr. Bryant was laid off for a short time with a promise that they would put him on when conditions got better. He and his wife went back to London, England, to visit with his wife's parents, she being an English girl and had never been in America until they came here a short time back. She was very enthusiastic over the Ozark country, which was a help to this agency in selling the couple a farm located on the Osage fork of the Gasconade, six miles northeast of Niangua, Mo. This farm consists of 238 acres with about 50 acres of river bottom.

The sale was made by Mr. Robertson, whose headquarters are in Kansas City.

SCHOOL HEARS SAFETY TALK

C. H. Baltzell, director of accident prevention at Springfield, Mo., recently made a talk to the grade school pupils at Republic, Mo. The message was heard by 165 students.

In giving his talk, Mr. Baltzell usually acts as the engineer on a train, calling some boy to the front to serve in the little skit with him, as fireman. At the Republic school he called for Donald Jones, who, with other boys, while playing on some Frisco stock cars at Republic, fell and broke his arm. After the talk, Donald was greatly impressed with the idea of "safety" and volunteered to act as head of the Safety Committee at Republic. He has had his experience, and the other boys know now that he will be very active in seeing that the boys stay away from railroad cars, hopping trains, or in any way taking chances.

Mrs. Alice Roop, principal of grades, has four teachers under her, and all of them signified their full cooperation.

BOYHOOD DREAMS THAT CAME TRUE

By *ALVIS H. THOMAS,*
Reporter, Colored Local,
Birmingham, Ala.

"Come, let us be on our way," said a small boy to his companion. "It is almost time for the 'Flyer' to pass."

And off they hurried to the far end of the field which was along the right-of-way of the Frisco Railroad. These two lads, scarcely over eight years of age, were born on the same little farm, one the son of the white farmer who owned the place, the other the son of a negro servant who had been working in the household of the farmer for years.

These two youngsters had one thought in common and that was when they grew to manhood, they would fill the two positions which they had set as their goal with the railroad company. The white boy on arriving at the spot where the two met the "Flyer" each day, would take up his station on the right side of the track, and the colored lad would establish himself on the left, and as the engine came by they would wave to their respective heroes in the engine cab. So regular were their greetings that the engine crew always looked for them and the engineer would blow his whistle as a greeting and the negro fireman would ring his bell.

Years passed and these boys grew to manhood and still held on to the boyhood ambition of becoming railroad men. They left the farm and drifted into the city at different times. They had not seen each other since early childhood. The white youth had secured a job as a caller and in a few years was given a chance to become a student engineer, under the able guidance of one of the old timers. The colored youth had been fortunate in obtaining a job in the shops of this same road, and, due to good business, he was permitted to run extra as a fireman, just as he had dreamed in his early days.

As the years passed, the principals grew more fitted for their respective positions and the business of the railroad was rapidly extending, and it was found necessary to create a new train run. The officials felt that it was very essential to put the new train in charge of men of the highest caliber and dependability. So after looking over the list of eligibles, the superintendent selected one Jack Carlton as engineer, and Steve Robertson as his colored fireman. And, as if by a trick of fate, these two were the two youths who first saw daylight dawn on a little farm on the Frisco's right-of-way.

They came down on the day the new

FRISCO SON HONORED

Arthur H. Tichenor, Jr., son of A. H. Tichenor of the freight accounting department, Frisco Lines, St. Louis.



ARTHUR H. TICHENOR, JR. was chosen as a member of the Maplewood Chapter of the National Honor Society of Secondary Schools. Arthur was one of fourteen chosen from the Senior Class of 196 members.

The award was made for leadership, service and character.

AGENT RECEIVES HONOR EMBLEM

W. G. Mullens, local agent for Frisco Lines at Neosho, Mo., is the recipient of a beautiful gold Veterans' Honor Emblem from the Order of Railroad Telegraphers, which was given him for twenty-five years of continuous membership in the organization.

With the emblem came a letter which said: "Your constant and unstinted support has been of immeasurable value to those engaged in the work of our profession. Loyalty such as yours is indeed praiseworthy."

train was to be put on, to man the engine, and met for the first time after many years. Imagine their surprise and joy to know that each one had realized his lifelong ambition.

IN APPRECIATION

To E. E. Carter, agent, Springfield, Mo., from George Holmes, shipping department, Western Lithograph Company, of Wichita, Kan.:

"We want to thank you for the very efficient manner in which you handled our freight label shipment to the Crescent Brewing Company at Marionville, Mo. We shall no doubt have, from time to time, other shipments, and you may rest assured we shall extend to you every opportunity of working with us on these shipments."

From G. A. Winters, manager, Pittsburg Publishing Co., Pittsburg, Kans., to W. G. Wolfe, general agent, Pittsburg, Kans.

"We received a nice advertising schedule from your company this week and I want you to know that it is appreciated."

"We have ordered a car of paper to be shipped the last of this month which will be routed over the Frisco from Kansas City to Pittsburg. I went to Kansas City on your road Monday afternoon and rode in the new air-conditioned diner and parlor car. It is a very nice piece of equipment and I am sure the traveling public will appreciate it."

From the Stiers Brothers Construction Company, of St. Louis, Mo., to A. B. Carlock, agent, Frisco Lines, Gravois, Mo.:

"We have completed our work on Highway 77 which our set-up at Gravois, Mo., has served, and wish to take this opportunity to thank you for the kind and courteous manner in which you have handled our material requirements there. We appreciate your co-operation and assistance in expediting delivery of material we ordered at various times on short notice which we feel has afforded a saving in both time and money."

"I am convinced that the completion of the work on Section 14 by the scheduled time was greatly due to the smooth and efficient operations at the set-up."

"Hope to have the opportunity of working with you again."

IMPORTANT PATRONS OF THE METEOR

W. H. Merritt, vice-president of the Cities Service Oil Company, in charge of sales, and a group of oil men from Tulsa, Okla., returned from a conference in Chicago to Tulsa on train No. 10 the night of December 12, and were most complimentary in their remarks regarding the Frisco's air-cooled lounge and dining car.

"Pepper" Martin, of baseball fame, enjoyed a trip to St. Louis on No. 10, arriving the morning of December 13.

After extending greetings to each other and thanking fate for having brought them together to see their dreams realized, they were then on their way.

AGENCY CHANGES

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

Mrs. Latiech Stout, Park Hill, Okla., November 5; Ora L. Jenkins, Luxora, Ark., November 8; Wm. N. London, Carrier, Okla., November 20; John B. Trotter, West Greene, Ala., November 15; John W. Boatright, Weir City, Kans., November 19; Wm. E. Haigh, Cold Springs, Okla., November 22; John R. Burt, Sedgwick, Ark., November 23; Wm. C. Harris, Boligee, Ala., November 27; Wm. H. Townsend, McCullough, Ala., November 28; Paul A. Derrington, Carrier, Okla., December 1; Charles A. Redden, St. Louis-General, December 1; Wm. N. London, Lucien, Okla., December 3.

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

Ralph E. Cole, Pawnee, Okla., November 26; Wm. R. Searcy, Farlington, Kans., November 26; John C. Grissom, Carmen, Okla., November 30.

The stations of Deckerville, Ark., and Gilmore, Ark., were closed on November 8th and 14th respectively.

B. & B. MAN THANKS FRIENDS

Samuel R. Kummell, of Wichita, Kan., a B. & B. man for Frisco Lines, has been in ill health for some time and the B. & B. and Water Service employes took up a collection to allow him to secure medical care.

Mr. Kummell writes the employes in appreciation, as follows:

"Dear Friends and Fellow Workers:

"I wish to thank each and every one of you for the help you have given me. It was a larger contribution than I expected. I wish to assure you that the money will be used to the best of my knowledge, which will be for my health. There are some who gave to this fund that I am not personally acquainted with, but I feel that I know you, anyway, and I feel that you almost know me by working with other men that do know me.

"I have often said to different men that I have worked with that there was nothing that a gang of bridge men could not do. I still believe that, and this goes to show that I am right by what all of you have done for me.

"I haven't the words to express my appreciation. I only hope I can take this money and can find something to cure this dreaded arthritis, so I can get back on the job and can help someone else that is sick and down and out.

"So thanking each and everyone of you and hoping I am able to be back in your ranks again in the near future, I remain,

(Sgd.) Samuel R. Kummell."

A FRISCO "QUEEN"

Miss Laurel Maxine Barnett, 17-year-old daughter of E. J. Barnett, telegraph operator at Sleeper, Mo., was the recipient of the title of Carnival Queen in a recent contest. The contest for queen was open to high school students and the ceremonies were held at the Wallace Memorial Building at Lebanon, Mo.



MISS LAUREL MAXINE BARNETT

Colonel Don O. Vernon bestowed the title and crown upon this fair Frisco daughter.

Miss Barnett is a junior in high school and was elected as the junior class candidate. She is one of the most popular students in the high school with students and teachers alike and takes an active part in all school activities. She is a member of the Girls' Glee Club, the mixed chorus, vice-president of the Home Economics Club and was a representative of the Lebanon High School on Vocational Day, sponsored by the weekly Kansas City Star at the American Royal show in Kansas City on October 23.

WEST SHOP DESIGNER DIES

Ernest Preisler, 79, noted architect, who designed the \$2,000,000 Frisco West Shops at Springfield, Mo., died on October 29 in St. Louis, Missouri.

Mr. Preisler was identified for nearly half a century with the development of railroads throughout the Southwest. He built numerous bridges and stations in Texas, and aided in designing the State Capitol building at Austin, Texas.

MERITORIOUS SERVICE

SOUTHERN DIVISION

November 26—J. E. McCollum, conductor, Thayer, Mo., and E. N. Evans, brakeman, Thayer, Mo., on train 131, November 26, stopped at Mt. Grove for water, and while the crew was inspecting the train, conductor McCollum found TIDX company oil for Yale with 18 inches of flange broken off the wheel and ALTX 105, company oil for Yale, with top arch bar bent. Both cars were set out for repairs at Mt. Grove. On the same trip while at Millford, heading in for No. 104, Brakeman Evans found SHPX 10501, company oil for Yale, with 24 inches of cracked flange. This car was also set out and repaired. S. J. Frazier, superintendent, placed a letter of commendation on the personal record of each of these gentlemen.

November 24—H. B. Nichols, engine foreman at Yale, Tenn., while switching Swift & Company Refinery at Yale, discovered a broken arch bar on tank car StL 6201 and reported the matter to the assistant car foreman, resulting in the car being repaired before loaded. His personal record was credited with five merit marks.

RIVER DIVISION

November 21—T. H. Ancell, brakeman, Chaffee, Mo., discovered broken arch bar on Southern car 119388, pig iron, while inspecting train at Wilson on October 26. J. S. McMillan, superintendent, credited his record with ten merit marks.

November 3—J. H. Grabiell, agent at Birch Tree, Mo., discovered broken rail in main track north of station of Birch Tree and made every effort to secure tools and make temporary repairs until the section crew arrived and made permanent repairs. A letter of commendation was placed on his personal record file.

CENTRAL DIVISION

November 21—J. W. Miller, brakeman, rode on the engine, extra 1310 north, November 21, when he found that sand was not working properly on Garfield hill and pounded the pipes on each side in order to prevent their being obstructed—this in a heavy rain storm. For the interest displayed by him and in appreciation of his actions, O. L. Young, superintendent credited his record with five merit marks.

**TO ALL READERS,
A HAPPY NEW YEAR!**

Recovery Rides With the Railroads

(An address made over the National Broadcasting Network, October 7, 1934,
by J. W. Paton, G. T. M., of the American Rolling Mill Co.,
Middletown, Ohio)

THE other day I was walking through one of our large steel plants and could not help contrasting the number of men working today against the thousands of a few years ago.

What is the reason for so much unemployment everywhere?

As I left the plant I walked through the yards with its idle freight cars, and was stopped by a passing freight train. It was apparent from the few cars on the train and the sad appearance of the cars, that the great railroad industry, in its peak season, was having a bitter struggle. And no wonder! Take our own steel plants for instance. Approximately six cars of raw materials come into our mills for every car of iron and steel sheets we ship out. Yes, when the bottom drops out of business everything sinks.

In normal times railroads are the biggest buyers of industrial products. When they start buying, industry picks up. New blood flows in its veins. In turn, these industries supply tonnage to keep the railroads busy. Then hundreds of thousands of little spirals of increasing business begin to build new markets for wage earners and farmers, alike. Soon every city, town and village feels the impulse of this new life. The shoemaker sells more shoes, the clothier sells more clothes, and the farmer sells more produce. "Fine," you say, "let's get going. What's the matter with the railroads, anyway?" And there's the rub.

The great transportation systems of the country are not only forced to meet the problems common to every industry during this depression, but they have other problems far more difficult to meet. The railroads have become the football of everyone who has a political or economic axe to grind. We have sat quietly by while our legislators have passed laws that force the railroads on one hand to increase wages, and on the other

hand to reduce freight rates, then we add costly pension bills to their operating costs. All this in addition to the tremendous tax burden of the times. Strangely blind to our own interest, we have allowed this sapping of the vitality of our railroads to continue unchecked for years.

I am afraid we sometimes forget how large a part the railroads play in our modern civilization. Is it, that you and I sit by and say to ourselves, "Well, what difference does it make to me?" A business man recently expressed that very thought to me. He said he was not a stockholder in the railroads nor an investor in their bonds—that it didn't make a bit of difference to him personally. But was he right?

Almost every man, woman and child in the country is directly or indirectly a stockholder in the railroads of this country. You may say that you are not, that you have no railroad stock, but you probably have life insurance, or the head of your family has life insurance, and if so, you are vitally interested in the welfare of the railroads. The life insurance companies of America are the largest holders of railroad stocks and bonds. If the railroads of America were to be wrecked, there is hardly a life insurance company that could withstand the shock.

Yes, railroads mean a great deal to all of us. It is necessary that they have revenue to meet their expenses or they cannot go on. So, let's help get them back on their feet, or should I say rails—the sooner the better.

The next time you hear someone taking the railroads for a ride, just remind him that business, to a very large extent, is waiting for their sound recovery. There's a hundred thousand unemployed men in the steel and associated industries alone waiting for the railroads to come back.

MIXED DOUBLES CONTEST PROVES OF INTEREST

Forty-four members of the Men's and Women's Bowling League of St. Louis engaged in a mixed doubles contest at Rogers' Alleys on Wednesday Night, November 7. A total of \$21.50 was divided among the winners for prize money.

The winners and their scores are shown below:

1st High Team

A. Hanley	514
H. Martin	531
Handicap	216

Total1,261

2nd High Team

M. Droste	527
W. Eichenauer	541
Handicap	165

Total1,233

3rd High Team

L. Barnes	462
S. Rain	559
Handicap	162

Total1,183

4th and 5th High Team

W. Kragh	415
G. Danis	521
Handicap	216

Total1,152

4th and 5th High Team

A. Heilman	369
L. Christopher	576
Handicap	207

Total1,152

Ladies' High Three

Helen McHale	457
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Men's High Three

Fred Spinner	619
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Ladies' High Single

Lil Kulage	165
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Men's High Single

George Albrecht	213
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On the night of December 8 a dance was given by the Men's Club at Century Boat Club and was called "Men's Bowling League Night". Tickets were 40c each, the proceeds of the dance were used for the benefit of the Men's Bowling Club.

CONDUCTOR CHURCHILL DIES

WILLIAM HOLMES CHURCHILL, pensioned conductor, of Kansas City, Mo., died at his home on December 20. He was born October 20, 1853, in Lauthery Township, Ripley County,

Ind., and entered the service as a freight brakeman on the old Memphis lines in February, 1888, being promoted later to freight conductor, and finally passenger conductor. In June, 1894, he became general yardmaster at Fort Scott, in which capacity he served until June, 1895, when

he returned to his position as passenger conductor on the Memphis lines. He was appointed trainmaster of the old KCM&B Railroad in February, 1900, serving as such until December, 1900, when he became division superintendent of the KCM&B

(Now turn to Page 11, please)

THE HONOR ROLL

O. L. Young, superintendent at Ft. Smith, Ark., is most interested in seeing that the following cases of employe solicitation be submitted for the Honor Roll.

JACKSON REYNOLDS, section foreman at Madill, Okla., secured Frisco long haul routing on two cars of flour from Chickasha, Okla., and one car of lard from Oklahoma City Okla., billed to a grocery firm in Madill. These shipments moved Frisco Lines, and Mr. Young expressed the appreciation of the management of the Frisco, as well as his own personal thanks, for the efforts extended by Mr. Reynolds.

J. K. JOHNSON, clerk in the superintendent's office, solicited and secured a passenger from Ft. Smith to Valley Mills, Tex., via the Santa Fe, who would otherwise have gone by bus, and Mr. Johnson followed up with a view of securing the return movement of two passengers. Mr. Young also expressed to Mr. Johnson personal thanks and thanks of the management.

E. A. McKNIGHT, warehouse foreman at Ft. Smith, noticed a truck from a dry goods firm while at the Frisco warehouse which carried a shipment for Carpenters Bluff, Tex., not routed Frisco. The result was, the matter was handled and the Frisco secured the shipment. In commenting on the efforts of Mr. McKnight, Mr. Young said: "I want you to know that this effort is more than appreciated and at the same time I want you to know that I also cannot help but take note of the fact that you were quite observant and were looking after the company's interest."

FRANK MILES, section laborer at Wellston, Okla., was responsible for selling a ticket, Wellston to Kansas City, through his own solicitation. He was commended for his interest by C. T. Mason, superintendent.

MRS. MILLS, daughter of Engineer Dwyer of Joplin, Mo., sent a passenger to the Frisco ticket office at Joplin, who purchased a first-class ticket to Kansas City, using Frisco lounge service. The passenger spoke in complimentary terms of Mrs. Mills as being a loyal Frisco booster. This passenger had previously ridden the bus in making this trip. The case is

reported by ticket agent Sweezy at Joplin and J. E. Springer.

L. D. PITTS, agent at Poteau, Okla., certainly believes in giving Frisco service with a smile, according to Zac Merideth, helper at Poteau, who sent the information to the magazine for the Honor Roll page. A tiny red haired girl of six years arrived at Poteau on 710 at 4:50 p. m., on December 5. There was no one at the station to meet her, although a brother had a message she was on her way and had met the 2:13 a. m. KCS train that morning, but failed to show up for the Frisco train that afternoon. The child's mother was ill at the grandmother's home, some four miles back over the Cavanal Mountains, and could not be reached by phone. After working hours, agent Pitts took the little girl in his car and delivered her safely to her destination. The roads were muddy and rough, as it had been raining and snowing for the past week and it was a real service to reach the farm through rough hills and roads full of mud holes. Although Mr. Merideth submitted the case without Mr. Pitts' knowledge, it is one worthy of the highest praise. The Frisco employes are ever on the alert to give more than the usual service.

The following employes, members of the Sunnyland Club, although not in particularly advantageous positions to get out and look around for tips on freight, have been concentrating on securing passenger business. Their tireless efforts during the year to secure this class of business has proven that if you keep on, ever striving, you will get the desired results. During December they secured the following business: R. O'Connor, car record clerk, passenger from Kansas City to Atlanta, Ga., and return; A. J. Finn, roadmaster, ten passengers from Kansas City to Birmingham, Ala., and return; Nicholas Vidovitz, machinist, passenger, Kansas City to Hardy, Ark., also one from Kansas City to Miami, Fla.; Carl Sternia, car repairer, two passengers from Kansas City to Birmingham.

These men have the appreciation of the club for their cooperation and are to be commended for their constant efforts to be on the lookout for any possible business that might go Frisco.

L. W. BLAKELY, of Ft. Smith, Ark., is commended for his efforts in se-

curing one carload of scrap iron which was moved from Ft. Smith on December 14, enroute to a steel plant in Kansas City. A letter of appreciation was sent to Mr. Blakely by O. L. Young, superintendent.

HIRAM WALLACE and SAM McDONALD, waiters under L. P. Burch, dining car steward, enroute to Oklahoma City on train No. 9, December 11, are to be commended for their interest in furnishing train service advice, connections and other information to two passengers in the diner, who made inquiry on train service out of Oklahoma City to Kansas City. These two boys made every effort to sell the tickets via Frisco Lines, and are to be commended for their accuracy in giving schedules and train service, as well as time of arrival, departure of trains, and connections.

HENRY LAUDERDALE, trucker at Fort Smith, Ark., observed, on Monday, December 10, that the Hinson Manufacturing Company was going to ship a machine to St. Louis and would be late in getting it crated. Mr. Lauderdale followed the matter up and telephoned the freight office, in order that they might wait open for the machine, the shipment consisting of 320 pounds. O. L. Young, superintendent, commended Mr. Lauderdale for his effort in securing this business for the Frisco.

CONDUCTOR CHURCHILL DIES

(Continued from Page 10)

Railroad, in which capacity he served until September, 1901, when he returned to the position of passenger conductor on the Northern division and worked until October 31, 1923, when he was retired due to the age limit. His pension allowance was \$61.20 a month and during his lifetime he was paid a total of \$8,860.40.

"Does Bill ever come back to the old farm since he got into the movies at Hollywood?"

"Every summer," said Grandma, proudly. "Every summer of the three he's been away."

"And did he bring his wife with him?"

"Each time," replied Grandpa. "And they was three as purty girls as you ever seen."

NEWS OF THE FRISCO CLUBS

Madill, Okla.

Frisco employes of Madill, Okla., met on November 22nd for their monthly business session and a report of business secured since the last meeting date totaled 41 carloads of freight, two passengers and 21 LCL shipments. In the 41 carloads of business were included 30 cars of cotton which, had it not been for personal solicitation of members of the club, would have gone to the trucks. It was reported that all cotton shippers in that vicinity were now patronizing the Frisco.

S. P. Boyd, county tag agent, spoke of the large amount of taxes paid by the Frisco, which helped to make it possible to continue full terms of school. He also reported that in the last ten days he had issued tags to trucks which were reported to him, both foreign and visiting trucks, to the amount of \$413.24 in taxes for the state and county.

H. W. Hale, assistant superintendent at Tulsa, addressed the group, advising that for the first quarter of 1934, taxes paid in Marshall County amounted to a little over \$14,000. He also advised that the Frisco had opened up a night transfer platform at Madill, handling from 40,000 to 60,000 and more pounds of merchandise each night, which gave employment to five Madill men. He also talked along freight claim prevention lines.

Joe Hannon, president of the First National Bank in Madill, told of a most pleasant ride via Frisco Lines, Madill to Chicago this summer, and said that he felt that with the big taxes paid by the railroads and the splendid service offered, the people should appreciate their efforts and patronize them to the fullest.

R. C. Coulter, TF&PA at Tulsa; J. D. Leeper, owner and manager of Scott Leeper Department Stores; J. H. Dowdy, agent, Kingston, Okla.; H. E. Gabriel, assistant superintendent, Ft. Smith, and Olin Woods, grocery man at Madill, all favored the audience with short but impressive talks. Both Mr. Leeper and Mr. Woods expressed their appreciation of Frisco service and the fact that their establishments were patronized by Frisco employes.

After a general discussion on various subjects, J. L. Hemphill, president of the club, thanked all those present for their attendance and invited them to meet with the club members at their next session.

Ft. Smith, Ark.

Members of the Frisco Employes' Club of Ft. Smith, Ark., enjoyed a peppy meeting on the evening of December 3, with a good attendance of members and visitors.

A report of the business secured through the employes for the eleven months of 1934 was reported as 74 carloads, 53 LCL shipments and 32 passengers.

C. O. McCain addressed the meeting on the value of employe solicitation, stating that Ft. Smith had an extremely good rate clerk and asked the employes to secure rates from either the division freight office or the freight house. Mr. McCain stressed the necessity of giving accurate rate information in soliciting business.

Those present who addressed the meeting during the evening included: Mr. Leitzell, agent; Mr. Presson, trainmaster; Mr. Ayles, visiting roadmaster from Hugo; Mr. Crawford, general foreman; F. E. Brannaman, chief clerk; S. Kelton, dispatcher.

The members then turned to the nomination and election of officers for the year of 1935 and the following were chosen to serve: R. P. Manley, storekeeper, president; H. B. Stierwalt, maintenance clerk, vice-president, and C. E. Durham, secretary to superintendent, secretary.

Following short talks by the incoming and outgoing officers the meeting closed with President Manley appointing a committee consisting of F. E. Brannaman and A. T. Thorsen to call upon Mrs. Collette, president of the Ladies' Auxiliary, to arrange for a joint meeting as the next affair of the two organizations.

Colored Club of Muskogee, Okla.

The Frisco Colored Club of Muskogee, Okla., held meetings on December 5, November 14, 21 and 28. There is always a good attendance at these meetings and about 25 tips were turned in at the meetings named above.

Members and visitors discuss ways and means of interesting more folks to ship and travel Frisco, and a report of those members on the sick list is always made.

Colored Club of Hugo, Okla.

The last meeting reported by the Colored Club of Hugo, Okla., was the one held on December 5, at which time there were 22 members present.

Plans for the coming year were discussed and prospective business lined up which should be most beneficial to the Frisco. It was reported that the Ministerial Alliance has some new plans for the year, which includes some business for Frisco Lines, such as conventions, association conferences, etc.

There were 18 members present at the November meeting of the Colored Club of Hugo, Okla., and an especially nice program was presented. W. E. Schooler, president of the Chamber of Commerce addressed the group in an inspirational talk, also Rev. Thompson, Rev. A. J. Tarrent and Professor W. M. Marshall made short talks.

Members of this club have reported 39 revenue passengers secured for the month of October and all members are on the alert, working at all times for the interests of the Frisco.

Frisco Sunnyland Club Kansas City, Mo.

The Dinner-Dance held by the Sunnyland Club the evening of December 6, at the Masonic Temple, was well attended by an enthusiastic crowd of some three hundred club members and their close friends, who braved the icy thoroughfares and stormy night to attend. They were rewarded, however, for their hardships in getting there, by a delicious hot turkey dinner and a heart-warming get-together, including community singing of Frisco songs. Among other toasts during the dinner was a toast offered by the president in honor of the visiting representatives of Frisco shippers and patrons. After the floor was cleared there was a Grand March which was followed by ballroom and square set dancing, furnishing much enjoyment for everyone. Altogether, it was a jolly evening, and greatly enjoyed by all.

T. C. Kehoe, the retiring president, is proud of the record of business secured by the club members during the past year, which includes 1,416 tips turned in, 1,252 carloads secured, 675 LCL shipments and 84 passengers, for which he expressed his sincere appreciation to all employes. His close association with the employes has enabled him to know that everyone was cooperating and doing his best to secure traffic tips. Mr. Kehoe was in personal contact with prac-

tically every employe on the terminal once a week, at the noon hour and at night, enlisting the cooperation of the men, urging them to be on the lookout for any possible business, and encouraging them in their efforts. He feels he has been rewarded for his enthusiasm in the work of the Sunnyland Club by the gratifying results shown above, and in the belief that his close association with the employes has had its effect in building up a warm feeling of interest among the employes for the welfare of the Frisco, and creating the desire to forget individualities, and all cooperate with one another to the greatest good of their railroad.

Joplin, Mo.

After a delightful covered dish supper had been served by members of the Ladies' Auxiliary of the Frisco Employes' Club of Joplin, Mo., the two clubs met for their regular business meeting on the night of December 6.

The treasurer's report indicated that there was a balance of \$63.48 on hand. Eleven letters were written, the report showed, to various firms and individuals which had donated prizes for the bridge given by the clubs on November 1. A letter was also written to C. R. Welch, traveling auditor having to do with a personal call which he made regarding an LCL movement.

A letter from W. L. Heath, president of the Missouri Railroad Employes and Taxpayers Association, St. Louis, was read, in which Mr. Heath outlined various matters and quoted an article regarding the plea made to the President of the United States by the National Highway Users' Conference relative to efforts being made to bring highway transports under Federal regulation. J. E. Springer advised that C. K. Sims, assistant superintendent had accompanied him in making calls upon the various firms and shippers, suggesting their making written appeals to their various senators and representatives that the railroads be given a square deal.

Mr. Springer outlined plans and arrangements for the annual Christmas program to be held in the passenger station waiting room prior to Christmas day.

A nominating committee composed of Messrs. Watson, Elliott and Crawford, through their chairman, advised that they could not see where any improvement could be made and their selection was that Roy Barcus serve as president, Len Kneeland as secretary, O. G. Moults as treasurer.

Roger Fletcher was re-named first vice-president and Messrs. Foster and

Crawford were re-elected second and third vice-presidents, respectively.

Hugo, Okla.

Sixteen members of the Frisco Employes' Club of Hugo, Okla., were present at the regular business meeting held in the assembly hall of the Frisco passenger station on November 20. One visitor from Ft. Smith was welcomed.

J. W. Claiborne, general agent at Hugo, Okla., gave a talk on business being handled at the Hugo station, and advised the members just what he was up against in the solicitation of business, offering suggestions as to how the club members could help.

W. P. Roberts, president, asked the assistance of each member in turning in reports to the club of any business which they had secured.

Preliminary plans for organizing a Ladies' Auxiliary were made, and the members decided to hold the regular club meeting on the second Friday in each month.

Ladies' Auxiliary, Kansas City, Mo.

The Ladies' Auxiliary to the Frisco Sunnyland Club of Kansas City, Mo., held its regular meeting for the month on December 4, when officers for the year of 1935 were elected. The following were chosen: Mrs. Ruth Enhi, secretary; Mrs. Walter Tarpy, treasurer, and Mrs. John Cashmore, vice-president. The office of president was left open and will be filled at the next meeting.

After the business meeting the sixty members present played cards. Following cards, the hostesses, Mesdames Malice, McCarthy, Rich and Simpson served a delicious plate luncheon. Mrs. Malice won the hostess prize.

Kansas City Sunnyland Club

The report of business secured by members of the Sunnyland Club of Kansas City, Mo., for the month of November totaled 165 car loads, and 81 LCL shipments. The report, issued by J. R. Coulter at Kansas City, shows that fifty-three tips were turned in to the traffic department during that period.

SHIP BY RAIL

Rail transportation is America's second largest industry. Its future is being jeopardized by unregulated and subsidized competition. This country cannot be prosperous without railroads. If you will see that all shipments move by rail you will assist in developing prosperity.

Employes responsible for the business secured during November include: A. J. Finn, maintenance of way department; H. L. Herman, C. C. Lacy, E. C. Lindeman, D. W. Cadagan, F. H. Fenner, Ethel Martin, L. W. Poncik and R. P. Ruisinger, transportation department.

St. Louis Girls' Club

The November luncheon of the Frisco Girls' Club of St. Louis was held at the Mayfair Hotel on November 22, with ninety-four guests in attendance. Guests of honor included J. R. Koontz, J. N. Cornatzar and L. O. Williams. At this meeting the members of the Girls' Club tendered best wishes to Mr. Cornatzar as he left that day for his new position in Birmingham, Ala.

Mr. Koontz made a splendid address to the members, advising them of his appreciation of their cooperation in the solicitation of freight and traffic for Frisco Lines. Mr. Williams expressed his pleasure of the invitation extended him to be present at the meeting.

The members, through their president, Ella Ecklekamp, extended best wishes to W. S. Merchant who left to accept the position of traffic manager at Chicago and to Messrs. Bunnell and Nash who left the Frisco to accept positions with the Association of American Railways in Washington.

Madeline Young, the club's favorite vocalist, presented a number of delightful vocal solos, accompanied at the piano by George Erdman.

Plans for the Christmas Charity Program were announced and the members were asked to send in names for the Xmas baskets to be given away by the club.

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

The Frisco Men's Club December dance was given Saturday night, December 8, at the Century Boat Club, with about 450 employes and friends in attendance. Music was furnished by Raleigh Beatty and his Missourians. Raleigh is employed in the passenger traffic department and his highly pleasing efforts as the band leader were justifiably rewarded a few days later by a nice write-up in Kid Reagan's Column in the Star-Times.

Frisco Girls' Club, Springfield, Mo.

A luncheon, honoring the retiring officers of the Frisco Girls' Club of Springfield, Mo., was given on December 5 in Heer's Tea Room. Favors were corsages made with small colored gum drops, and each of the honorees was presented with a silver

spoon, upon which was engraved "Frisco Girls' Club—'34".

The retiring officers include: Anna Willigan, president; Bertie Sutton, vice-president; Clara Ermes, secretary; Vinnie Hindman, treasurer; Alta Hicks, assistant secretary; Mrs. L. B. Reed (Loretta Henry), who was president of the club at the time of her marriage. The new officers formed the committee in charge of the luncheon. Approximately forty-seven members and seven guests were present.

As the charity fund of the Springfield Girls' Club was low, the members raffled cakes and cleared \$40.00, which was given to the Kiwanis Club for packing baskets at Christmastime.

The Christmas party of the Springfield Girls' Club was scheduled for December 28 at the home of Mrs. Amy Cummings. Each girl was to bring a 25-cent gift.

Employes' Auxiliary, Ft. Smith, Ark.

Approximately 50 ladies were present at the December 3 meeting of the Frisco Employes' Auxiliary, held at the home of Mrs. O. L. Young, wife of the superintendent of the Central division, at Ft. Smith, Ark. The meeting was named "spend-a-day" and a full day's events were crowded in.

A covered dish luncheon was served at 12:30 p. m. and during the afternoon the ladies provided tables of bridge and other games for members and guests.

Guests at the event included Mesdames Mitchell, Lehn, Garrison, Jones, Stafford, and Robinson, from the Northwest Arkansas Ladies' Auxiliary, of Fayetteville. Mrs. E. L. Collett, wife of division engineer, is president of the Ft. Smith club, and Mrs. D. G. Lehn, wife of the agent, is president of the Fayetteville club.

The next meeting is scheduled for January 7.

Ladies' Auxiliary—Tulsa, Okla.

The regular meeting of members of the Ladies' Club of Tulsa, Okla., was held in the OG&E rooms on November 26. The members met for a luncheon, after which the meeting was called to order. It was decided that, due to the rush of the holiday season, there would be no December meeting, but Mesdames H. W. Hale and F. J. Wilson will serve as hostesses at the January affair.

Chances were taken on a mystery package, with funds from the sale to go to the Flower Fund, and the package was won by Mrs. Maurine Gladson.

Following the business meeting,

those who were so inclined, played bridge.

Wichita, Kan.

The regular monthly meeting of members of the Frisco Employes' Club of Wichita, Kan., was called for December 14. One of the important matters of business to be brought up at the meeting was the election of officers for 1935.

John Roberts, bill clerk, was nominated for president, and voted into office. E. R. Johnson, switchman, was elected vice-president; C. T. Reeder, yard clerk, was elected secretary, and H. A. Marshall, rate clerk, treasurer.

Mr. Roberts made a short talk, asking for the cooperation of all members and assuring them of his desire to do all in his power to make 1935 a successful year for the club. Vice-president Johnson suggested that each member present bring an employe next time and asked that each member be assessed 10 cents a month to create a fund for the treasury. The club voted to pay the assessment of ten cents per employe.

New business secured included: shipment of rubber shoes from Beacon Falls, N. Y., to Wichita via Frisco at St. Louis, secured by Mrs. L. O. Cook; passenger, Wichita to Carthage, secured by Mrs. E. J. Immele; shipment of car of tile, Weir City, Kan., to Hays, Kan., shipment of which was influenced by Ralph Dinsmore; car coffee, from New Orleans, and four cars of apples from Idaho, secured by H. B. Sigler, conductor; five cars coke, Wichita to Kansas City, secured by G. W. McDevitt.

C. S. Underwood spoke encouragingly of business conditions for 1935, and advised that the revenue at all stations showed an increase, with but few exceptions. S. P. Haas, H. A. Baker and H. T. Newcomb all made talks which were most interesting and touched upon matters pertinent to Frisco business in that territory.

It was suggested that the members hold a social meeting some time in February, and Phil Winas promised to make all arrangements for the hall and orchestra.

Frisco Employes' Club of Oklahoma City, Okla.

The guest speaker for the November 15th meeting of members of the Frisco Employes' Club of Oklahoma City, Okla., was Judge W. L. Crittenden, who presented a vivid and interesting talk on Mexico. Judge Crittenden's experience as a traveler and speaker enabled him to bring out the more interesting points to the

forty members and guests in attendance at the meeting.

The December meeting of the club was scheduled for December 20. At that meeting officers for 1935 were to be elected and a holiday dance and program was to be presented.

Colored Club of Okmulgee, Okla.

Members of the Frisco Colored Club of Okmulgee, Okla., met on the night of December 12. The meeting was opened with prayer, and Pleas Wilson, president of the club, outlined plans of the club for the year 1935.

The committee reported that there were no members on the sick list.

Hugo, Okla.

The regular meeting of the Frisco Employes' Club of Hugo, Okla., was held on December 14, and the meeting was opened by W. P. Roberts, president, who discussed with the members and guests, the recent change in schedules of the A. & A. freight trains. He asked that when opportunity presented itself, that the employes explain the connections these trains made to connecting lines, also the Southwestern division trains.

Mr. Roberts also asked that the employes support the Goodfellow Club, recently formed in Hugo, in its efforts to centralize the Christmas activities of the various organizations in Hugo. A collection was taken for the purpose of making a donation to this organization from the Frisco Club.

C. W. Knight, roundhouse machinist, made an interesting talk on how the people of Pittsburg County, Oklahoma, (his former home) were supporting the railroad by giving it their business as well as assisting in curbing the unregulated truck and bus traffic in the country.

Glenn McDaniel made a talk on the present conditions of the Frisco's LCL business out of Hugo and general discussions were made by those present as to general business conditions and what might be done to increase business.

Election of officers was held and the following men were elected to serve during 1935: W. N. Edson, president; W. P. Roberts, vice-president, and A. P. Rue, secretary. Mr. Roberts expressed his appreciation of the assistance given him by the employes during the year, and asked all members present at this meeting to attend the next one and endeavor to bring two members with them.

Fayetteville, Ark.

The regular meeting of the Northwest Arkansas Frisco Club was held

at Fayetteville on December 13, and, judging from every angle, it was the most enjoyable meeting yet held. At 7:00 p. m. the members of the Ladies' Auxiliary served a real turkey dinner, and after the dinner a short business session was held and officers were elected for the ensuing year. No change was made in the present official line-up, which is: D. G. Lehn, president; C. H. Garrison, vice-president, and R. W. Tapp, secretary. H. E. Gabriel, assistant superintendent, and D. E. Eicher, formerly connected with the horticultural department of the Frisco and now State Representative from Washington County, both addressed the club. These talks were enjoyed by all those present. After the business meeting, a short entertainment was presented, which included the following numbers: selections, the Kimona Chorus; blackface comedy act; violin music by pupils of Miss Brown's musical class, and the Radio Crash hour from station BUNK, presented by C. H. Garrison.

After the entertainment, seats were moved and an old time square dance was enjoyed by many of the older and younger people, music being furnished by the Fayetteville and West Fork employes and members of their families.

President Lehn's report for business secured last year included a total of 64 passengers secured from tips turned in. These passengers secured were only those who would have traveled via other means of transportation had they not been solicited. There were also 19 LCL freight shipments secured that would have moved by truck, and 561 carloads.

"ROUNDUP" DAY

(Continued from Page 5)

of the trip for the "tenderfoot" from St. Louis. The cattle were grazing in pastures near the station, over 500 head of them. They were all driven to a corner of the field where Mr. Hartley cut out some yearlings for shipment in certain cars.

The wind blew a gale, and I, for one, was glad to go back to the bunk house where I knew a real cowboy dinner awaited. A quarter of beef, in steaks, was awaiting our arrival, fried onions, potatoes, steaming coffee, bread and jelly. The inhabitants of the town had been invited and 35 of them were present. C. T. Mason and his wife and H. W. Hale and Mrs. Hale were also present for the dinner, the superintendent and his assistant were there to see that the shipment got out in fine order.

1935—Important Conventions—1935

Below is a list of important conventions which will be held during 1935. The traffic department will welcome any information that might be of assistance in securing travel to these meetings. Any communication in connection therewith, should be addressed to J. W. Nourse, general passenger agent, St. Louis, Mo.

Western Fruit Jobbers Assn.....	San Francisco.....	Jan. 22-28
National Educational Assn.—		
Dept. of Superintendents.....	Atlantic City, N. J.....	Feb. 23-28
Shrine Directors Association.....	St. Louis, Mo.....	March 6-8
American Zinc Institute.....	St. Louis, Mo.....	April
Southern Baptist Convention.....	Memphis, Tenn.	May 15-20
Klwanis International	San Antonio, Tex.....	May 19-23
Cooperative Club International.....	Cincinnati, Ohio	May
Northern Baptist Convention.....	Colo. Springs, Colo.....	May or June
Shrine (A. A. O. N. M. S.).....	Washington, D. C.....	June
American Institute of Banking.....	Omaha, Neb.....	June 10-14
U. S. Junior Chamber of Commerce....	Columbus, O.	June
M. O. V. P. E. R. (Grotto).....	Knoxville, Tenn.....	June 18-20
United Confederate Veterans.....	St. Petersburg, Fla.....	June
National Educational Assn.....	Denver, Colo.	June
United Spanish War Vets.....	San Antonio, Tex.	August
Veterans of Foreign Wars.....	New Orleans, La.....	August
Knights of Khorassan (D. O. K. K.)....	Toronto, Ont.	August
Rotary International.....	Mexico, D. F.....	June 17-21
Lions' Clubs International.....	Mexico, D. F.....
National Baptist Convention,		
Inc., (Colored)	New York, N. Y.....	September
National Baptist Convention,		
Uninc. (Colored)	Washington, D. C.....	September
National Exchange Clubs.....	Dallas, Tex.,	September
American Legion	St. Louis, Mo.....	Sept. 23-27
American Bankers' Association.....	New Orleans, La.....	Nov. 11
Southern Medical Association.....	St. Louis, Mo.....	November
American Petroleum Institute.....	Los Angeles, Calif.....	November

After dinner the cowboys were sent out for the bunch of yearlings and I sat on top of the stock pen fence and watched them come down the road. I also sat there while the larger bunch were driven into the stock pens and I shall never forget that sight as long as I live.

The next thing was the loading and the special, which was run for this movement to St. Louis, arrived about 3:30 p. m. Into the cars they were loaded and left White Oak about two hours later.

It had been a big day and everybody was dog tired. The sun was setting in the West and great billowy clouds floated through the sky. We sat at the stock pens and heard the special whistle up the line.

The cowboys gathered around to bid me goodbye. The Hartley brothers, as well as several other cattle shippers who were present asked expressly that "Rudy" be given credit for all the business that left White Oak, which might have left some other station or by truck. They complimented the serv-

ice which she gave them, the many courtesies and the personal interest which she took in all of their shipping problems. "You haven't another one like her," they said, with all sincerity.

And, turning it all over in my mind, on my way back to St. Louis, I thought of "Rudy" and her tiny little station and the big volume of business which she does each year. She's one of those agents who knows her shippers, and whose personal interest has made friends for both herself and the railroad for which she works.

More power to "Rudy", and may 1935 be the biggest year she has ever had.

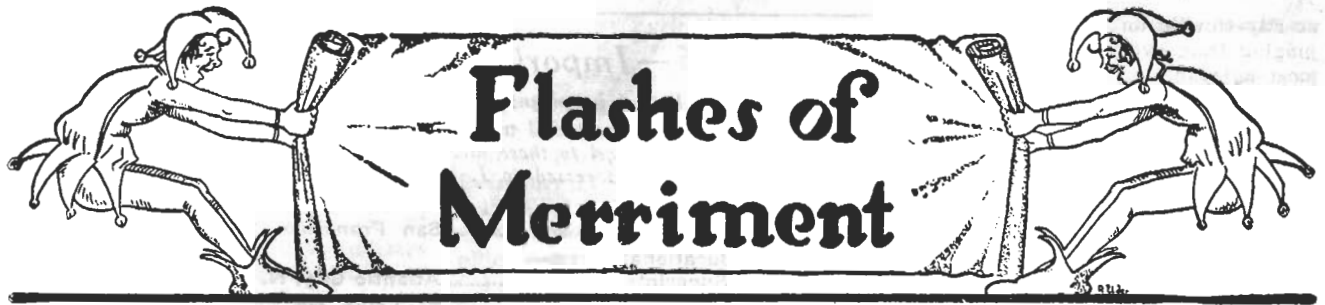
RIGHTS AND LEFTS

Old Lady (on platform): "Which platform for the Boston train?"

Porter: "Turn to the left and you'll be right."

Old Lady: "Don't be impertinent, young man!"

Porter: "All right, then turn to your right and you'll be left."



Yes, Suh!

Kentucky Colonel: "Bring me a Kentucky breakfast, suh!"

Waiter: "And what is that?"

Colonel: "A bull dog, a sirloin steak and a quart of bourbon whiskey."

Waiter: "But, sir, what are you going to do with the bull dog?"

Colonel: "Feed him the steak, you damphool," the Colonel answered.

HARD, TOO

"Children need and deserve encouragement. A slap on the back goes a long way with a child.

"Yes, and if the slap is low enough and hard enough, that helps, too."

A WORK OF ART

"I understand you have been having your family tree looked up," said Jones.

"Yes," replied Brown, "and it cost me \$5,000."

"Quite expensive, wasn't it?"

"Yes, but it cost only \$2,000 to have it looked up. The other \$3,000 was what I paid to have it hushed up."

Very Explicit

A Kansas woman wanted a set of false teeth and wrote to a dentist in a distant city:

"My mouth is three inches acrost, five-eighths through the jowl. Some hummocky on the aige, shaped somewhat like a hoss shpe, toe forward. If you want me to be more particular I'll have to come up thar."

ORDERS

Mose knocked the ashes from his corncob pipe and put it on the mantle-piece. "Mandy," he said, "I thinks I's gwine put on mah best clo's an' go down to the theatre tonight to see de chorus ladies dance."

Mandy turned a stony eye on him. "Mose," she grumbled, "lissen here. If dat am what yo' thinks, den you'd better think ag'in. Niggah, you ain't gwine to put on nothin' to go no place, no time, to see nobody do nothin', never, nohow, and not at all. Does yo' understand?"

WHAT?

A business man, who had to leave on a journey before the end of a case begun against him by a neighbor, gave orders to his lawyer to let him know the result by telegraph. After several days he got the following telegram: "Right has triumphed".

He at once wired back, "Appeal immediately".

Perhaps

Small boy: "Mother the minister told us that the evil spirits all went into the swine and what I want to know is, is that where we get deviled ham?"

OFTEN

"Do you always leave cards when you call?"

"No, sometimes I leave a pair of gloves or an umbrella."

FAIR ENOUGH

"I'm afraid, sir, that we can't cash your check?"

"Oh, is that so."

"Yes, you see we've made an agreement with the bank that we'll cash no checks and they'll serve no soup."

It Just Took

Sam, a colored fellow with a record previously clean, was arraigned before the justice of peace for assault and battery. "Why did you beat that man up?" asked the judge.

"He called me sumpin', Jedge."

"What did he call you?"

"He called me a chimpanzee, sah, a chimpanzee."

"Chimpanzee! When did this occur?"

"'Bout three years ago, Jedge."

"Three years ago! Then how did it happen you attacked him yesterday?"

"Lawd, jedge, I ain't never seen no chimpanzee 'till yesterday mawnin'."

GOOD FOR HIM!

"It says here in the paper that Goldstein had a fire in his store last night."

"Vell, he's a good business man, unt a nice fellow, too. He deserves it."

RAIN!

A tourist returning from California through the Texas panhandle got into conversation with an old settler and his son at a filling station.

"Looks as though we might have rain," said the tourist.

"Well, I hope so," replied the native, "not so much for myself as for the boy here. I've seen it rain."

Come Again—Soon!

Departing Guest: "You've got a nice place here, but it looks a bit bare yet."

Host: "Oh, it's because the trees are rather young. I hope they'll have grown to a good size before you come again."

A HABIT

Schoolmaster (returning bill to waiter): "Take this back to your desk and work it out again."

ONE FOR THE BOOK

City Visitor: "This has been a bad year for corn, hasn't it?"

Farmer: "Yes, but 1870 was worse. I remember we cooked some roasting ears for dinner and father ate fourteen acres at one meal!"

Of All Things

"But I've signed your book before," said the fairly distinguished actor.

"Yes, sir; but when I get ten of yours I can swap them for one of George Arliss."

SOMETHING WRONG

A fisherman got such a reputation for stretching the truth that he bought a pair of scales and insisted on weighing every fish he caught, in the presence of a witness. One day a doctor borrowed the fisherman's scales to weigh a new-born babe.

The baby weighed 47 pounds!

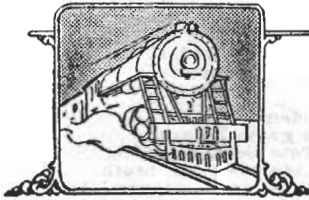
COMPETITION

"What did they throw you in jail for?"

"Competition."

"Wadye mean, competition?"

"I made the same kind of ten dollar bills the Government does."



... NEWS ...

from the

Mechanical Department

B. & B. DEPARTMENT SPRINGFIELD, MO.

ARTHUR BUNCH, Reporter

Hugh Nease and family, motored to Des Moines, Iowa, recently and visited a few days with relatives.

Jim Carter and gang have been doing some bridge renewing in Springfield, and false work where the highway is going under the tracks west of town.

Max Mitchell was off work several days with minor cuts about the face, which were the results of his car skidding on the icy streets and hitting a tree.

Chas. Wallace and gang are doing some building repairing at Deepwater, Mo., and vicinity.

W. I. Foster's gang are getting about straightened up and back to work after a motor car wreck recently, which bruised up practically the whole gang.

John Luttrell is working in Carter's gang now and he seems to like the change.

Nease's gang have been working bridges at Wishart, Missouri.

The roofs on the stock sheds at the stock yards in Springfield are being renewed by Jim Jones and gang.

B. & B. REPORT SOUTHWESTERN DIVISION

J. C. WOODS, Reporter

Mr. and Mrs. Virgil Leak had as visitors over Sunday, Mr. Lead's brother from Springdale, Arkansas, and also his cousin, Sam Leak, of Chicago, Illinois.

Mrs. W. A. Lantz, who has been in the hospital, has returned home and is very much improved.

C. L. Brothers spent Thanksgiving with his home folks at Green Forest, Arkansas.

Mr. and Mrs. Alva Stephenson visited at the home of Lee Lantz on Sunday.

Lee Lantz has recently purchased a new home in Sapulpa.

Raymond Hayes is back on the Southwestern division after spending some time in Texas.

E. F. Maggi and wife were called to the bedside of Mrs. Maggi's mother, Mrs. Mary Smith, of Rogers, Arkansas. Mrs. Smith passed away on Monday, December 10th.

Louise Green spent a few days in the Frisco hospital at St. Louis; W. E. Fountain is renewing bridges in the vicinity of Altus, Oklahoma; O. V. Smith is doing terminal work in Oklahoma City; W. A. Lantz is putting in tile and doing bridge work at Kelfer; Virgil Leak is renewing bridges in West Tulsa; Geo. Simpson is painting the turntable store building at Tulsa; Cleve Martin and his gang are busy with terminal work at Tulsa.

LOCAL No. 2—WEST LOCOMOTIVE SHOPS—SPRINGFIELD, MO.

FRED M. WILSON, Reporter

Ed DeClew was re-elected president of Local No. 2 for the year 1935 in the

election held November 21st. Chas. Goode was elected vice-president; Al Bishop, financial secretary; Chas. Milner, recording secretary and William Scott, trustee. Committeemen for the various crafts were also selected.

A lot of us know now what it means to be "snow-bound". The sixteen inches of snow Thanksgiving caused a number of employes to be late to work the next morning—in fact a few were not even heard from until the next day.

Mr. and Mrs. Milton R. Avery announce the birth of a daughter, Levenia Flo, November 6th, 1934. Milton works in the box gang.

Willis Reddick, who finished his machinist apprenticeship October 22nd, is now employed by the Reynolds Manufacturing Company.

Quail hunting is now the chief topic of conversation during the lunch hour. The unsuccessful boys all have the same alibi—the drouth killed all the birds.

Fern (Shorty) Innis, powerhouse boilermaker, is driving a new Chevrolet. It has a radio and everything.

Karl Engleking finished his machinist apprenticeship November 28th.

The regular monthly meeting of the Accident Prevention Committee was held December 3rd. After the meeting C. H. Baltzell, Director of Accident Prevention, addressed a meeting of employes in the machine shop. Everyone likes to listen to "Uncle Charley".

The month of November saw several new faces added to the force, John H. May, Hal Ingram, Harlan Atwell, Chas. R. Patterson and Bryant Owens having returned to work after a long lay-off. More new men called back in December included A. J. McCullough, Mark Marsh, C. A. Jones, Lester Murell, C. F. Kennedy, J. F. Whitaker, H. T. Champieux, C. T. Turner, J. D. Fultz, F. N. Matney and Sherman Naples.

The cold snowy weather we've had this winter has caused Tracy Boal, timekeeper, to don a pair of "leggings", which he avers he wore in the battle of San Juan hill during the Spanish-American war.

Harry Hall, blacksmith, and wife recently made a five-day visit to Houston, Tex., and Baton Rouge, La.

Ransome H. Peck has started serving his machinist apprenticeship. There is a new sheet metal worker apprentice, too, Harold Miles.

We are all certainly glad to see George Kent, machinist, back to work. George recently underwent an operation in St. Louis. Sam Black, machinist, is also back to work after a week's absence due to illness.

Robert Mansfield, machinist apprentice, was returning home from work November 15th when he smelled something burning. He stopped, raised the hood of his Ford and discovered the motor had backfired and caught fire. The car was a total loss.

LOCAL No. 19-B—MEMPHIS, TENN.

ALVIS H. THOMAS, Reporter

Our local held its annual election last month and was largely attended. All the officers were re-elected, which proved their efficient and sterling ability to govern our association. The officers re-elected were as follows: Earl Wade, president; John Wesley, vice-president; Volley Adams, secre-

tary-treasurer, and Arthur Davis, Sam Kennedy and Arthur Gowdy, trustees.

Mrs. Jessle Jackson, wife of Charlie Jackson, washroom attendant, is visiting in Los Angeles, Calif., and is the recipient of many courtesies. She was accompanied by Mrs. Gunter whose husband is employed by the I. C. R. R.

The Grim Reaper, Death, has taken a heavy toll in our ranks this year. We regret to report that Mrs. Alberdia Haskin, beloved wife of Earnest Haskin, third class machinist, was taken by death a few weeks ago. Mott Roberts, third class machinist, lost a brother some time ago.

Arthur Davis, second class coach yard mechanic is back on the job, having been off for some time due to illness.

Too much cannot be said about safety first conditions around the shop. We should all consider ourselves committee men of safety so that we may stamp out all accidents in our shop.

Now that the old year has passed, Let us strive to do more in the new than in the last;

We should determine to do our very best,

Then the Powers of Providence will do the rest;

Use courage and valor to overcome all fear,

And much will be accomplished this ensuing year.

LOCAL No. 24

RAYMOND F. DEES, Reporter

Born to Mr. and Mrs. H. C. Morris a 9-pound baby girl. And that folks is the cause of the broad smile on Supplyman F. R. Thomas' face. Mr. Thomas is the father of Mrs. Morris. Congratulations to both parents and grandparents.

Machinist J. H. Branam is confined at St. Louis hospital at this writing.

Mrs. R. J. Sullivan, wife of boiler-maker was a recent visitor in Springfield, Mo.

Coach Cleaner Leslie Hogan recently got two passengers to go via Frisco to St. Louis, when they had intended to use another road. Nice work, Leslie.

We extend our deepest sympathy to A. R. Holmquist, roundhouse clerk, and A. B. Holmquist, machinist, in the loss of wife and mother, Mrs. A. R. Holmquist.

Locomotive Inspector O. B. Holmquist is still on the sick list. Brother Holmquist has been confined to his bed better than thirty days. We hope to have him back with us soon.

Katherine, student at M. S. C. W., Columbus, Mississippi, is visiting her parents, Machinist J. V. Adams and wife.

Office Boy Rich Wilson is on the sick list.

Machinist John Garner and wife visited their parents, F. J. Garner and wife, recently.

WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

Wm. Phillips has been off for several weeks on sick leave.

The heavy snowstorm of Thanksgiving date brings more vividly to mind the importance of the railroads. Object lessons were to be found in any direction from Springfield, more particularly the traffic jam at Stratford, ten miles to the east, where nearly 100 cars, trucks and busses were stranded for over twenty-four hours.

Air travel also was suspended, but within 100 yards from the big jam on highway 66, the "Mainstreet of America", the good old Frisco continued to run her trains on time. Where is the argument?

Relative to the above article, the Springfield News and Leader carried a splendid large type editorial in their issue of December 3rd.

Responding to continued strenuous efforts on the part of W. H. Brooke, water service foreman, the water bills on his territory have decreased each year for the four years he has been here. This year's bill shows a decided decrease over last year, despite the operation of more engines.

Had the privilege of going "gunning" with Jack Gannon of the stores department recently. We promised Rudy Yates a rabbit with which to season a large pot of dumplings. After loading ourselves down with cottontails the writer shot a mammoth jack rabbit which was promptly designated as Rudy's meat for the dumplings. However during the course of the hunt while running down more bunnies we lost the jack out of the hunting coat, and, as Jack puts it, Rudy missed his dumplings by a "hare".

The customary greetings to all for 1935.

LOCAL No. 8—ENID, OKLA.

FRANK HARKEY, Reporter

Happy New Year! This comes from members of Local No. 8 and families, and we are all going to try to make the the New Year a prosperous one for the Frisco Railway. We also hope every one had a Merry Xmas and old Santa was good to you.

Roy Jackson and family motored to Oklahoma City one day the past month. Several of the boys are duck hunting on Sunday mornings now, but there are not many ducks. They always bring in a few, though.

Joe James had relatives visiting him the past month.

T. L. Bentley was off a few days taking a vacation. Arthur Schafnirt filled his vacancy.

Mr. and Mrs. J. A. Barkley motored to Wichita, Kansas, to visit relatives the past month.

Several of the men attended the Walkathon Wedding here in Enid one night in November. After the wedding they sold the wedding cake for ten cents a cut and the contestants had to deliver the cake to customers and give a kiss with it. Some of the boys ate so much cake it made them sick. Harry Jarvis was off the following day.

Mrs. T. B. King is in the Springs Hospital at Enid at this writing and we hope she will show some speedy improvement.

Mrs. W. J. Foley motored to Wichita Falls for Thanksgiving with relatives.

Local No. 8 held election of officers the past month and several new ones were elected. Installation of officers was held Monday night, December 10th.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

W. C. ABERCROMBIE, Reporter

John Grueninger has returned from a week's vacation. Mr. Grueninger spent part of his vacation doing some hunting around Ft. Scott and he reported pretty fair luck.

Arthur Jackson has been off a few days account of sickness.

On the last meeting night in November, Local No. 4 had its annual election of officers. The new officers are Charles Hines, car man, president; Hummons, car man, vice-president; Hugh White, machinist, treasurer, and Tom Davis, re-elected secretary. I want to take this opportunity to thank the retiring officers for the faithful work they did, and also wish the new officers a good year. After the meeting refreshments were served and a good time was enjoyed by all.

Wish to express our sympathy to relatives of Mrs. Johana C. Blessman who died November 29th. Mrs. Blessman was 80 years of age and is survived by two daughters, 26 grandchildren and 20 great-grandchildren.

John Purtle recently spent a week at Osceola, Mo., and points near there. John made the trip in his new Chevie and reports it a fine running car.

Returning for his old standby is just exactly what Ed Schader, labor gang foreman, did recently. Seems as though he started home the other evening and when he started to take a chew he discovered he had left his store teeth laying in the washroom. Ed was very much embarrassed and the boys have been kidding him about it.

Milo Beattie was off several days recently on account of sickness.

Wayne Land is the proud owner of a Dodge coupe. The car formerly belonged to Elmer Carlson, deceased.

A number of our employes visited Colonel Johnson's Rodeo, which was held in the American Royal Building. One who attended was (Greene County) Chas. Frizzell, who, I have been informed, saw his first cow.

Some people have all the luck. Seems as though O. B. Stoner and wife, and C. J. McCready and wife, whose birthdays all fall during the first part of November, were celebrating the event at a card party given by a club. And lucky O. B. walked off with an angel food cake which was one of the prizes awarded by drawing numbers.

Mrs. Harry Simpson and Mrs. H. C. McClure have returned from California where they have been visiting friends and relatives.

Joe Hammons, night foreman, had a little accident on the way to work the other evening. Seems as though he collided with a taxi cab. Joe was not hurt, but his car was damaged considerably.

Claude Horning has transferred from back shop to roundhouse on 4:00 p. m. shift account his job being cut off in the back shop.

Arthur Thompson, Ralph Fyffe, Ed Ring and Charles Strobel, four members of the night shift in the roundhouse, spent several days hunting near Concordia, Kansas. They all had good luck with the exception of Art Thompson, who claims the others gave him blanks to shoot. I understand Art got one rabbit, but they think it was scared to death.

At this writing Wm. Bullard and Roy Walls are attending a business meeting in Springfield of the Shop Crafts.

Lewis Baker and family are planning on spending the Xmas holidays with relatives in St. Louis.

Local No. 4 postponed their annual social for 1934 until sometime early in 1935.

LOCAL No. 5—ST. LOUIS, MO.

E. R. McNABB and F. C. HENN,
Reporters

The Lindenwood shops also have some large game hunters. On November 18th, Pete Schaefer went to Bonne Terre, Mo., to visit his brother-in-law and the boys went possum hunting. They caught one possum and then Pete's hound picked up another trail and after following it for several miles it became apparent that they were close upon their game, but the dog would not go on. When they got home the old timers told them that they had probably been on a wolf trail instead of a possum trail. Take along your wolf hounds next time, Pete. Glad to hear you got one possum anyhow.

Following is a list of some of our big hunters: G. E. Darnell and a number of friends bagged 136 ducks on one trip; J. H. Saunders, A. J. Perkins and E. H. Prindle went quail hunting at Iberia, Mo.; J. E. Parker's son, Burlin, has caught 10 possums and 9 coons up to date; John Norris and Ted Barnett went hunting November 21st and got 5 squirrels and 4 rabbits with 9 shots.

C. B. Yount states that he has a new radio so powerful that he is unable to get KMOX on account of foreign station interference. He finally found the local station button.

S. W. Tindall and Thelma Barnett were married at Waterloo, Ill., on November 17th. After the wedding dinner the evening was spent at the Maple Night Club. At home now at 6914 Hancock. Congratulations, Steve.

Miss Melba Jamison is the proud owner of a brand new bicycle.

Gail Reece's motorcycle got too tame so he traded it for an airplane. He is taking flying lessons now and expects to be up in the air a lot next summer.

W. L. Barron is the owner of a new Chevrolet coach!

Raymond Henry, 14 years old, known as Jim the guitar and harmonica wizard, has appeared on the stage in St. Louis and is now going to broadcast over the radio. Success to you, Jim. Jim is the son of Bill Henry, machinist at Lindenwood.

Mr. and Mrs. O. L. Baker, roundhouse foreman, and wife, and Mr. and Mrs. R. G. Langster, of the auditing department, motored to Jefferson City and then to Bagnell Dam. They report a very delightful and interesting trip.

The entire shop forces at Lindenwood congratulate R. W. Reed, local inspector over the successful removal of the growth on the side of his nose. Mr. Reed is highly praising the use of radium treatment, which did the trick.

Mr. and Mrs. Neal Garner and family, Mr. and Mrs. Ward Melton and daughter, and Mr. and Mrs. Ray Whitehead spent Thanksgiving in Springfield.

Mr. and Mrs. O. L. Baker moved to 6601 Arsenal. Mr. Baker states that Mrs. Baker did all the moving.

Virgil Light is at home with a sprained ankle at this writing.

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

Members of The Metal Craft and Car Department Employes extend sympathy to Mrs. C. A. Berry and her daughter in the death of C. A. Berry, roundhouse foreman, who had been sick for the past year. Mr. Berry died Sunday, December 2nd, and his remains were taken to his former home, Lafayette, Ind., with Knight Templar rites, and burial

made in "Rest Haven Memorial Park" under the direction of the Carr Funeral Home of Thayer.

Mrs. Fred Thayer, wife of conductor of Springfield, is now visiting Mrs. Dave Thomas.

Sorry to learn of the death of fireman E. L. Judkin's father at Pine Bluff, Ark., who died December 12th.

There has been quite a change in the rearrangement of storeroom at Thayer, together with roundhouse foreman's office, same has been painted and improved in several ways.

The writer is now in St. Louis for the holidays visiting his family.

E. C. Stone and Ephriham Banks, switchmen, are now on the sick list.

F. G. Schratz, car inspector, president of the local has been called to Springfield on account of all presidents of all locals called there to transact any business put before them.

E. L. Magers, trainmaster, and wife went on a vacation to Atlanta, Ga., visiting his son, and while at Warm Springs, Ga., who should he meet but the President, Mr. Roosevelt, shaking hands with him and having a short talk, Mr. Magers stating to the President that Missouri was for him in every way.

Wm. Phillips, who for some time has been relieving C. A. Berry, has now been appointed general foreman and is now moving his belongings from Memphis to our fair city. We wish him success.

R. C. McWilliams, train dispatcher, made a flying trip to Memphis visiting home folks.

The metal craft and car department employes had a get-together meeting December 1st and the usual light refreshments were served, all reported a most enjoyable evening.

Mrs. Herman Atkins, daughter of pensioned agent P. A. F. Ingle, made a plane trip from New York to Kansas City, where her mother met her and where she took the train from Kansas City to Thayer.

Mrs. Wm. Phillips and son, Mike, family of roundhouse foreman, are now on a trip to Oklahoma City.

Lillian and Virginia Eckenberg, daughters of car inspector are now on a visit to Winfield, Ala.

L. L. Woolridge, fireman, and wife are now on a visit to San Antonio.

LOCAL No. 17 WEST TULSA, OKLA.

H. C. PRICE, Reporter

Jimmy Turiff, engineer, is back to work after being off for the past five months.

Joe Kay, stay bolt inspector, spent a few days in St. Joe, Mo.

Charley McCall, engineer, has moved to Sherman, Texas. Mr. McCall has resided in Sapulpa for the past thirty years.

Murriel Cameron, machinist apprentice, has transferred to Enid, Okla.

F. R. Mock, machinist, was called to Denison, Texas, on account of the illness of his father and brother.

E. C. Fuson, storekeeper, is in St. Louis hospital at this writing.

The stork has been very busy in Tulsa the past month by visiting the homes of Jimmy Ayres, third class machinist; A. R. Burton, car oiler; John Powell, locomotive carpenter; Lawrence Frear, electrician. We extend to these boys our congratulations.

Andy Finley, machinist, was called to Texas on account of the illness of his daughter.

Roy Floyd, roundhouse clerk, and family spent Thanksgiving in Oklahoma City.

Miss Frances McCall and Mr. Lavern L. Finch were united in marriage in the bride's home on November 14. The bride being the daughter of Charley McCall, veteran engineer, and the groom being the son of L. L. Finch, machinist.

We extend our deepest sympathy to George M. Jesse, general foreman, in the loss of his mother on November 30, also his father on December 3, at Birmingham, Ala.

S. F. Blodgett, car inspector, and family spent a few days visiting relatives and friends in Davis, Okla.

M. L. Leveret, machinist, has purchased a new Plymouth, 1934.

COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

Lead Electrician T. E. Box, accompanied by Mrs. Box and their daughter, Miss Joella Box, spent Thanksgiving Day with Mr. Box's mother and brothers in Springfield, Mo. While there they were treated to an old fashioned Ozark snowstorm, as more than a foot of snow fell within a few hours.

Curtis Kincaide of the night crew has returned to work after being quite ill for two weeks. Oscar Butler of the north yard worked with the night crew during Mr. Kincaide's absence.

Bert Carpenter, who has been batching at home for a couple of weeks, found a notice in his mail box one evening advising him that his postman was unable to deliver a registered package to him and asking Bert to call at the post office sub-station for same, so Bert got off early the next day and duly applied at the post office for his package, which proved to be a registered letter containing a summons for Bert to do jury duty in Judge Otis' Division of the Federal Court. He was unable to be excused and at last reports he was still doing jury duty for Uncle Sam.

Our deepest sympathy is extended to Richard McKee on the death of his grandfather, Samuel R. Ballinger, who passed away on November 28th at the ripe old age of 84, after an illness of several months.

Alfred Holman, accompanied by Mrs. Holman and their small daughter, is now enroute to Gallup, New Mexico, to spend the Christmas holidays with Mr. Holman's mother.

Very glad to report that the Christmas mail and express business began

several days earlier than ordinarily this season, and from all indications it bids fair to be the best year since 1929.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

W. H. Gimson, general foreman, this point, together with Messrs. J. E. Potts, B. B. Brittell and E. A. Baron enjoyed a wonderful turkey hunt at Willow Springs a few days ago in which they all reported bringing back a nice wild turkey. Lots of rumors about Mr. Brittell raising tame turkey and possibly turned out to be tame turkeys that they killed, but don't believe any of the above could be accused of shooting tame turkeys.

George (Ike) Aluard, sheet metal worker, is at present on an extended hunting trip in Old Mexico. We expect to hear big tales when he returns.

Mr. and Mrs. Buford Holmes are the proud parents of a fine young boy. Holmes is employed on the extra board.

Mr. and Mrs. S. M. Snyder are also celebrating the arrival of a nine-pound baby girl. Mr. Snyder is employed as machinist at the passenger station.

Virgil S. West, locomotive inspector, has returned to work following a two weeks' illness.

Ed M. Rupe, lead machinist at the passenger station, has also been off several days during the past month due to illness.

Leo. P. Diebold, machinist, has the sympathy of the roundhouse force in the loss of his father who died at Chaffee, Mo., during the past month.

Jack Cage, extra man, also has the sympathy of the roundhouse boys in the loss of his mother whose death occurred at the home here, December 10th.

Orville Fite, machinist, is off due to illness which we do not know the nature of, but hope that it is not serious and that he will soon resume work.

Darrell Brittell, machinist apprentice, has been shifted from running repair in the roundhouse to work in the air room, and Claude Estes, machinist apprentice, who formerly worked in the air room, has been transferred to the annex, where he will work on dead work.

Anthony J. Baron, sheet metal worker apprentice, who has been working in the roundhouse for some time, has been assigned to the tin shop.

BACK SHOP NEWS

ALEX WATT and CLAUD CAMPBELL, Reporters

Fred Rubin, night machinist, who has been off for some time, was a visitor in the shops recently. The boys of the shop are surely glad to see you out, Fred.

Harry Peck, brother of Dean Peck, machinist, has started to learn the machinist trade at the West Shops. Good luck, Harry.

Lloyd Frankfield, machinist, and family spent Thanksgiving day in Pittsburg, Kansas, visiting with relatives.

Herbert Mathews, of the machine shop, has returned from a week's vacation visiting in Memphis and Pensacola. He reports a very nice trip.

If we have another snow like we had Thanksgiving, Bob Stephenson, night machinist, says that he is going to drive a tractor to work, as he got stuck in the snow twice going home that night.

Ted Barnett and family have moved to Springfield. Ted has begun as an ap-

LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

William Flint is the owner of a new Chevrolet coach.

Mrs. E. F. Fuller was a St. Louis visitor recently.

Mr. and Mrs. H. W. Fuller and son, John Errol, attended Dads' Day at State Teachers College.

Mr. and Mrs. Frank Short purchased a house in East Mountains addition of Newburg recently.

Mrs. Henry Bunch and daughters, of Springfield, visited Mr. and Mrs. L. A. Hazen a recent week-end.

Mr. and Mrs. O. F. Painter, of Springfield, spent the week-end and holidays in Newburg visiting Mr. and Mrs. R. L. Painter and Mr. and Mrs. H. W. Fuller.

Mr. C. D. Ward and family are riding around in a new Ford V-8 coach.

Mrs. J. W. Vinson, of Springfield, visited the week-end and holidays with her daughter, Mrs. E. F. Fuller.

S. A. Montgomery, Ellis Mayson and Ivan E. Fuller, old time turkey hunters, each have brought home a turkey.

Miss Virginia Montgomery, Robert Scott, John Staggs and Gean and Frank Fuller, who are attending school in Springfield, visited home during the holidays and week-end.

prentice in the boiler shop. He came from Lindenwood where he worked for the Frisco seven years as a third class boilermaker.

Tommy Tucker's son and two daughters have returned from a visit with their uncle in St. Louis. Mr. Tucker is a boilermaker helper.

Bill Edwards, apprentice in the boiler shop, has been transferred to the roundhouse to get some running repair experience. Bill will be through with his apprenticeship in about three months.

Local No. 1 installed its new officers for 1935 at their regular meeting held December 3rd. They were as follows: president, Frank Ball; vice-president, Frank Whitely; secretary, Floyd Johnson; treasurer, Jim Loser; trustees, Sam Grider and George Whitlock; chaplain, O. D. Armstrong; conductor, Paul Andrews, and guard, M. D. Moffitt.

Fred Shanks, lead man in the tin shop, has just returned from Granite City, Illinois, where he was called by the serious condition of his brother-in-law, P. W. Hunter. Mr. Hunter was injured in an automobile accident November 19th. He is now improving and hopes are entertained for his speedy recovery.

P. F. Spangler, general foreman of the north car yards for the past several months, has been promoted to assistant superintendent of motive power. S. P. Enslin, transferred from Birmingham, is taking his place as general foreman.

L. M. Cage, oxwelder for the north car yards, lost his mother by death, December 10th. The sympathy of his shop friends was expressed with a beautiful floral offering.

Wm. D. Walker, rip track carpenter, is on an extended trip to Challis, Washington, where he will visit his brother. While there he expects to go big game hunting. His ambition is to kill a deer.

Joe Phelps, rip track carpenter, is back to work after having been off a few days on account of illness.

Since our last report, a baby girl has come to brighten the home of Mr. and Mrs. Geo. W. Morriss. Mother and baby are doing fine, but the father—When your reporter asked for the baby's name a puzzled expression came into his eyes and he finally said: "I don't know". Mr. Morriss is a rip track airman.

J. D. Seth, rip track airman, is driving a new Chevrolet coach.

John Babb, of the oil reclamation plant, with his family spent Thanksgiving day in Paragould, Ark. He suffered a slight injury in an auto accident as he was returning home and has sported a black eye ever since.

J. E. Potts, of the general office; E. A. Baron, clerk in master mechanic's office; W. H. Gimsom, general foreman of the mechanical department of the north shop, and B. B. Britnell, foreman at Mountain Grove, were members of a party of seven who went wild turkey hunting the first day of the season. The party was unusually lucky, as they bagged five turkeys on their trip.

Several Frisco employes have combined fishing and duck hunting on the Lake of the Ozarks. They report lots of ducks and that the fish are still biting fine.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Tom Williams was forced to be off from work for a week or so with a strained side, which injury was received in the line of duty at our plant.

Ben Davis is acquiring some new experiences, as well as seeing new

scenery. Ben recently purchased a Model A Ford. Go to it Ben until the world looks level.

Jack Stewart, a former third class sheet metal worker of our plant and now a signal maintainer paid us a short visit this month. See us often, Jack, we are glad to see you.

Born unto Mr. and Mrs. Earl Harmon, at the St. Johns Hospital, a daughter who has been named Carroll Sue. Congratulations.

John Brewer informs us he has purchased a home at 915 South Grant Avenue, and is not going to "blow" any more of his "pay check" for rent, but will "soak" it down where he knows where to find it. Bully for you, John.

C. A. Nash, informs us he is again on the pay roll of the Frisco. He has secured a job in the coach department at the West Shop. We understand it to be quite a busy place on account of the air-conditioning activities in progress at that shop.

Pete Gildwell, who has not been working at the reclamation plant since the depression hit us, is again on the pay roll in the blacksmith shop on night shift. This makes things look more like old times to have night crews and men laid off working again, than any indication we have noticed.

Mark Mercer and Theodore Brown have switched shifts as oil pumpers, Brown having been night man for the past two years. We are glad to have the pleasure of associating again with Theodore, but equally sorry to lose the companionship of Mark.

Walter Delo, is a staunch believer in the General Motors products, as is evidenced by his purchase of his latest automobile, a Chevrolet, as was his former car, and he intends to keep it new and polished by having Mrs. Delo bring him to work and return it to the garage as protection from the weather.

V. J. Rutherford, who has been absent on account of illness for more than a year, has returned to work as third class sheet metal worker. He looks much improved in health and has gained considerable in weight while convalescing. We are glad to announce his return.

Paul Lowery, a congenial and efficient clerk of the stationery department, has returned to us after being placed on some special work at the general store office for the past sixty days. We are glad to have Paul back with us, but regret to lose the courteous gentleman, Guy Trummons, who has worked here while Paul was away.

John Bowman says he cannot understand the philosophy of his services with the Frisco. According to his story he asked his foreman for a couple of days off in connection with Thanksgiving to go hunting and was refused, but when he read his newspaper that evening he read an account of where Matt Kimes, a man serving two life sentences of imprisonment, had been granted a whole week leave of absence to go hunting and visiting. One man thought there was fear of John shooting himself, but our opinion is that he is too valuable a man to spend his time hunting.

JOPLIN, MO.

ROGER C. FLETCHER, Reporter

L. O. Foster, president of Local No. 9, attended the annual convention of the A. F. of M. and C. D. E. in Springfield the middle of December.

Local No. 9 met at Shoemaker's Hall and elected officers for the year of 1935. L. O. Foster was re-elected president. Carey Grieb, car man at Ruth Yards, was elected vice-president. D. A. Hubbard, machinist at roundhouse, was elected corresponding secretary and

Mr. Oexman, car man at Ruth Yards, was elected secretary and treasurer.

G. L. Seanor, general foreman at roundhouse, attended the staff meeting in Kansas City on December 6, as did R. W. Outland, general car foreman.

Mrs. R. W. Outland drove to Kansas City to meet her husband following the staff meeting. They were caught in the snow storm at that place and were two days getting home as the result.

G. R. Jones, night man at the roundhouse, has purchased a home at Castle Rock and is improving it in his spare time.

Ross Galardo, hostler helper at Ruth Yards, lost about 10 days the first of December due to an infection in his left hand.

Mrs. U. G. Boyd, wife of supply man at roundhouse, is slowly but surely recovering from a broken leg received when she fell on the porch at her home. She has been confined to her bed since November 8th.

C. S. Sellars, machinist at roundhouse, has moved his family to Joplin from Fort Scott and at present is living at 503 W. 13th St.

Joe Sellars, of Ft. Scott, brother of C. Sellars, machinist, wife and three children were visitors at Joplin on the 8th of December.

Mr. Douglass, general agent, reports a steady increase in revenue at the freight house. November just past was 44% increase over November of last year. Also records show a steady increase in business since last June, which means something.

Earl Maxton, former chief clerk at freight house, is still on the sick list and the doctor reports he is holding his own in his fight for health. Glad to hear this, Earl. Cheer up!

John C. Haas, fireman, is still in St. Louis hospital for treatment.

JEFFERSON AVE. COACH YARDS ST. LOUIS, MO.

JOHN W. HOLDREN, Reporter

Mrs. Elmer Ross and son, John, have returned from a trip to Ash Grove, where they visited Mrs. Ross's parents. John Hayes, Roy Tiptlet and Earl Montee, from the West Shops, paid us a most welcome visit during the past month.

Congratulations to Mr. and Mrs. Barnard Ellis, who became the proud parents of a baby girl on November 11th. Mrs. Ellis is the daughter of Mr. and Mrs. Edward Fleeman. They named her Shirley Jean.

Mr. and Mrs. Geo. Moore visited their son, Ward, Thanksgiving Day.

Frank Darden, who was off about 12 days due to illness, is now back at work looking none the worse.

Our lounge car cleaner, Sam Sita, decided to take a day off after working 552 consecutive days, Sam was off helping to move.

MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

FRANCIS N. JONES, Reporter

Mr. and Mrs. John Seal visited with Mrs. Seal's parents in Wichita the week-end of December 8th. They plan to spend the Christmas holidays as guests of Mrs. Seal's sister in Kansas City.

Mr. and Mrs. C. F. Bobzien and children, Gerry and Don, spent the Christmas holidays with relatives in Springfield.

Roy Ayres has replaced F. B. Hammond on the truck packer's job in the roundhouse at this point.

Harvey James, caller, has been away from work for several days with an infected throat.

E. W. Gee, car inspector, has returned to work after being off several days, part of which time was spent in the St. Louis hospital.

E. J. Espell, president of Local No. 15, attended the General Convention of the Frisco Shop Crafts in Springfield, December 11 and 12th.

Harry Cummings is filling the vacancy of A. A. Ludrick in Lawton.

Mr. and Mrs. Joe Fahey have returned from a several days' visit with friends and relatives in Houston, Texas.

Mr. and Mrs. W. P. Myers spent the Christmas holidays with relatives in Houston, Texas.

P. J. Crews visited with friends in St. Louis the early part of December.

Lee Harder made a business trip to Newalla, Oklahoma, the early part of December.

LOCAL No. 3—SPRINGFIELD, MO.

JAMES L. CAMP, Reporter

Local No. 3 held its regular meeting Tuesday night, December 4, and I am sorry to report with a very small attendance. We hope to be able to report a better attendance at the next meeting. It is well to keep your dues paid up, but it is also well to give your local your moral support as well as your financial support. Let's all show our loyalty to Local No. 3 and turn out in larger numbers for our meetings in the future.

There will be an entertainment of some sort at our next meeting. There will be no charges and all members of Local No. 3 and their wives and families are invited. Just what the nature of the entertainment will be has not been determined at this writing, but you may rest assured that it will merit your attendance.

We are glad to report that Julius

Chastain, yard laborer, who was injured in an encounter with a taxi while on the way home from work some time ago, is back on the job. Mr. Chastain was off about two months.

Ivan Newkirk, yard laborer, and the former Miss Lola Smith were married not so long ago. Ivan kept it secret for a while, but the news soon leaked out somehow. It seems that nearly everyone else knew it before your news-hound found it out, so I guess I got "scooped". Oh, well, maybe we'll learn some day.

We wish to extend our sympathy to Mr. and Mrs. Fred Stevens in the death of Mrs. Stevens' father, O. M. Russell, of this city. Fred is a laborer on the scrap yard.

We are sorry to learn that Frank Overstreet, yard laborer, who has been on the sick list for some time is not able to return to work as yet. However we hope Frank will be back with us again in the near future.

Mr. and Mrs. Ira Jones and family, and Mr. and Mrs. E. L. Mooney and family spent Thanksgiving in Pensacola, Fla. Ira reports a very pleasant trip and a good time.

We take this opportunity of wishing you all a very Happy and Prosperous New Year.

Attend every meeting of your local.

**MECHANICAL NEWS
CHAFFEE, MO.**

JOHN M. SHEELEY, Reporter

John Kay, air man from Chaffee, is reported improving. We hope Brother Kay will soon be back with us again.

Ben Fowler, car foreman, had to undergo an operation at the Frisco Employees' Hospital in St. Louis recently. We have the report he is doing nicely.

J. M. Lyle, machinist, son and daughter, have returned from Georgia.

Mr. Lyle's home state, and have been telling us of the nice time they had.

Mrs. O. E. Rigdon, wife of Machinist O. E. Rigdon, made a visit recently to the Frisco Employees' Hospital in St. Louis.

Buford Carggle, rip track air man, reported around the shop that he had plenty of fresh pork, having butchered some hogs for the Thanksgiving season.

H. C. Hawkins, stationary fireman and his family, were guests of his daughter, Mr. and Mrs. Russell Nix, on Thanksgiving.

Robert Joyce, machinist, took a short vacation recently.

**SOUTH TRAIN YARDS
SPRINGFIELD, MO.**

JESSE L. BRANDON, Reporter

Mrs. Lon Prophet is spending the holidays with her daughter in California.

Mrs. Fred Snow is visiting friends and relatives in Grandview, Mo.

Shirley Irene St. Louis, five-year-old daughter of Russell E. St. Louis, died on December 16th following a three-day illness of diphtheria. She is the granddaughter of Charles Helfrecht, check clerk on platform.

W. S. Woods, ticket clerk, is now in Frisco hospital at St. Louis for treatment.

Change of employees, due to Mr. Woods' illness, has made it possible for Extra Clerk Isaac G. Cox to be placed on payroll.

The 1935 model automobiles have started to move into Springfield, and we are looking forward to a large share of this business during the coming year.

The paving of the river Jordan under the freight house is progressing, and, at this writing, is half completed.

Health

Water, providing it's Pure, is a healthy drink . . . NATURE'S OWN BEVERAGE.

Physicians oft times prescribe "drinking plenty of water".

We feel that our customers appreciate the Purity of the water we have been able to furnish them.

We are always alert to improve our plant to the fullest extent in order to give the people of Springfield the very best in Health and Convenience.

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ST. LOUIS, MO.

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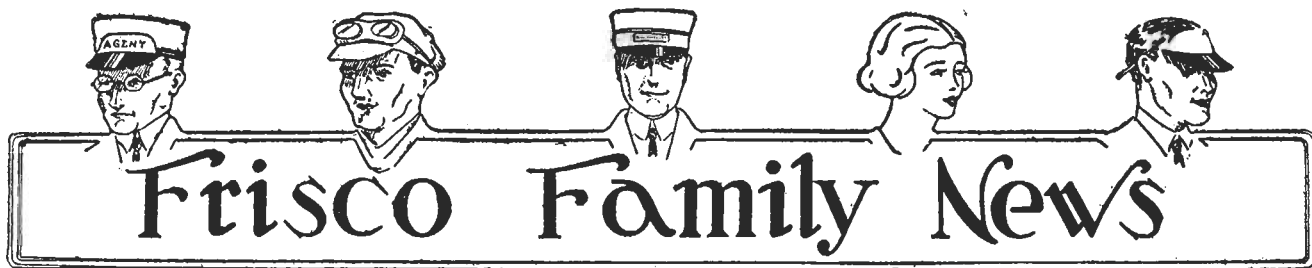
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Frisco Family News

EASTERN DIVISION

AUDITOR-REVENUES DEPT.
ST. LOUIS, MO.

E. L. KOHRING and JOE KOEHLER,
Reporters

This department hopes everyone had a very Merry Christmas and that the New Year brings prosperity and happiness.

Our congratulations to Bob Fitzgerald who was married Thanksgiving Day. Immediately after the wedding, the young newlyweds left for a three weeks' honeymoon to sunny California. Pleasant journey, folks.

The second fall dance held at the Century on December 8th proved to be another splendid affair and many were of the opinion that it was the best of all. This one was sponsored by the Frisco Men's Club for the benefit of the Bowling League. Snakehips Beatty went over big with the crowd.

We didn't know Bob Carr had so many relatives. Every time we turned around at the dance, bob would up and say, "Meet the sister—meet the cousin" and so on.

By the way, that new office boy, Walter (don't know his last name yet), is really a ladies' man, eh, what?

Only last month we reported the arrival of young Warren Kelly and now daddy Joe has left us to accept a position in the office of Traffic Manager J. E. Payne at Tulsa, Okla. We wish the best of luck to Joe in his new position and hope he drops in every now and then.

We have another proud father in the office; none other than that noisy rate clerk sitting next to Ed McGrath, Cecil John Zvorak. Little David, that's what his wife named him, came into the world on December 3rd. Congratulations, Seejay!

For awhile it looked as if H. H. Hentscher's famed puddle jumper had jumped its last puddle, when Pete broke down at Lutesville, Mo., and had to be towed the 140 miles back to St. Louis, a record for Frisco cars, so Pete says. A revamped motor has since been installed and if the old bus continues to function as it has been, Alch Alch intends to enter it in the Speedway Classic at Indianapolis next May.

J. Lueke ran out of his first edition of that book we advertised in the last issue after O. B. Duffy bought the first copy and proceeded to bowl the highest three game total in the league to date—701—big league stuff.

The bowling schedule is about half completed with the Texas Limited team continuing to set the pace at this writing, however, judging by the many upsets and form reversals, any team is likely to overtake Bill Riegel and his "Wienies". We are rooting for the Texas Specials, and why not? Both of your reporters are on the team.

What nice complimentary nicknames the bowlers have for each other, but it's all in fun! "Mud" Clay, "How I Hit Em Lueke", "Tough Luck Duffy", "Columbus Christopher", "Load Murray", "Head Pin Johnson", "La La Lallinger", "Volley Ball Kilker", "Junior Schaffnit" and so on.

The marriage of Bill Riegel and High Pockets Fitzgerald during the month of November reduced our list of eligible bachelors. Better get busy girls, as there are only a few more left.

Which reminds us that last New Year we reported Rohlfing and Koehler as still holding out. The situation remains the same.

Well, folks, HAPPY NEW YEAR!

TELEGRAPH DEPARTMENT

HELEN FELLOWS, Reporter

E. V. Wilkes, third trick Strafford, was off three days, being relieved two days by A. Chidester and one day by J. F. Lick.

J. W. King relieved W. P. Copening, agent, Phillipsburg, one day.

E. H. Dyer, second trick Sullivan, was off for several days. W. C. Austin relieved him.

W. W. Lemons, second trick Newburg, laid off Thanksgiving Day for a very special purpose, to see that his daughter, Maxine, was successfully united in marriage with Johnny Martin, assistant clerk in the local Kroeger Store.

C. S. Musgrave relieved E. V. Wilkes for one day on third at Strafford.

H. Essman, third trick Southeastern Junction, was relieved one day by J. F. Lick.

C. W. Roberts relieved H. McNutt one day at Southern Junction.

B. P. Schneider, second trick Nichols, was relieved Thanksgiving Day by H. DeBerry.

H. Henry, third trick Newburg, was relieved one day by L. M. Roach.

V. R. Finley worked one night on third at Aurora Tower, relieving C. M. Leek.

E. L. Mooney relieved E. V. Wilkes two nights on third at Strafford.

W. P. Copening, agent, Phillipsburg, was off one day, being relieved by L. J. Porterfield.

OFFICE OF GENERAL AUDITOR ST. LOUIS, MO.

LARRY KNEEDLER, Reporter

The members of this department were greatly shocked at the sudden death of C. B. Rex on November 27, and they extend their deepest sympathy to Mrs. Rex and the entire family.

Nellie Schafer, as you all know, is a participant in a contest in which the winner will receive an all-expense tour to the Hawaiian Islands, and she says

she's going to Hawaii even though she has to resort to the art of hitch-hiking. Incidentally, if anyone would like to learn the technique of the above-mentioned art, just get in touch with Nellie—she is a past master at the business.

The chief sporting event of last month was Katherine Kenney's one-round bout with the family step ladder. After weeks and weeks of strenuous training, with her Elliott-Fisher acting as chief sparring partner, she entered the ring as heavy favorite against the seemingly harmless ladder. At the sound of the gong, Kenney rushed out of her corner, and soon was on top of her opponent. Getting a firm grip and steady foothold, it seemed for a while as though she was a sure winner. Near the end of the round, however, ladder loosened up and, putting all of its power in one grand shake, Kenney was floored for the count. Final results—one Katherine Kenney laid up in the Frisco Hospital with a broken leg and one step ladder resting peacefully in a corner at home, waiting for its next victim. It's tough that that had to happen, Kay, and we hope you hurry and get well, so you can come back in time to help get next month's accounts out.

Gen Hutchinson receives second honors in the sports events, having come out second best in a bout with the boy friend. She sprained her right thumb when she hit him, but we don't know whether he suffered any ill effects or not—she didn't say.

Ellen Roche spent several days in Dallas, Texas, visiting with a sick aunt.

Members of this department who won attendance prizes at the Men's Club luncheon on December 17 were: G. V. Danis, Clarence Stookey, H. S. Coleman, Frank Walsh, Ray Schulte, G. R. Woods, Charlie Hofmeister, Kermit Rupp and Russell Yeager.

Observations at the luncheon: The attendance was very good, late-comers having to walk all around the room trying to find a table. Some very good speakers on the program; one of the best, in our opinion, was Mr. Koontz. Mr. Kratky made a good talk, and is a very good toastmaster. "Dramatization", said Mr. Kratky, "is an ordinary thing done extraordinarily well, that attracts the attention of those who should be attracted." Mighty nice definition, we think. Kratky and President Nash should have gotten together before the luncheon and made up their minds whether there was a quartette or a quintette present. After the toastmaster finished his speech, the quintette (or was it quartette) sang "Come Let Us Adore Him"—did they mean the speaker? The busiest man there was the waiter who moved the microphone from one speaker to the other. All in all, it was a pretty good luncheon.

Since reading that story, we had about Ray Schulte in last month's edition, a lot of people have been asking him if he really did have an accident. We can assure you, however, that it was all in fun, and Ray himself told us to tell you that he has been driving his wreck for five years and has never had a car.

Oh, well, we've used up about enough space, so we'll just quit by saying, "Happy New Year".

MONETT LOCOMOTIVE DEPARTMENT NEWS

MARGUERITE FROSSARD, Reporter

Just one of the joys of the Christmas season. The trek homeward of the college students: Ardell English is visiting his father, R. W. English, stationary engineer, and family, and Harold Cochran is once more the resident son of Mr. and Mrs. H. A. Cochran, engineer, and wife. Both boys are students at Missouri University.

Understand that E. S. Yerton, machinist, who has been confined in the hospital at St. Louis for the past six weeks, recuperating from an operation, will soon be sufficiently recovered to return home.

J. D. Higgins, machinist, and family spent the Christmas holidays with relatives at Texarkana, Texas.

Mrs. and Mrs. E. J. Stark are very proud and happy over the arrival of a very small daughter, Josephine, on November 24.

And, too, a wee Frisco son has taken up residence at the home of Mr. and Mrs. S. C. Hull, car carpenter, and wife.

Although the quail in this vicinity seem to be rather limited this season, and consequently many unfilled game bags among our many excellent hunters, still we've learned lots about the merits and achievements of Jiggs, Boy, Spot, Clint, Rover, etc. Yes, sir, we really have a group of the quickest, brawniest, most intelligent pointers to be found in anybody's field.

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

Despite sickness and accidents, our office remained open for business the entire month.

December 3d found three of our boys in the hospital: R. W. Troth, of the signal department; W. C. Rogers, of the telegraph department, and C. H. Bothwell, general clerk. The two former are now back at work, but Bothwell is still out with a compound fracture of the leg. As he started to board a bus to come to work December 3d he slipped and fell, fracturing both bones in his left leg.

Miss Mildred LeBolt is improving in health though not yet able to resume her work. Miss Olive Bernet is filling her position.

SIGNAL DEPARTMENT

MATILDA C. HOFFMAN, Reporter

Mrs. G. F. Rowe, wife of signal maintainer, Tulsa, and daughter, Isabelle, are spending part of the winter at San Antonio and McAllen, Texas.

E. E. Conley, assistant signalman at Paola, spent Thanksgiving at Kansas City.

Mrs. Avery Easter, wife of signal helper, Tulsa, made a Thanksgiving trip to Birmingham.

Mrs. P. W. Davis, wife of signal maintainer at Bridge Junction, and son, Charles, are visiting with relatives at Republic, Mo.

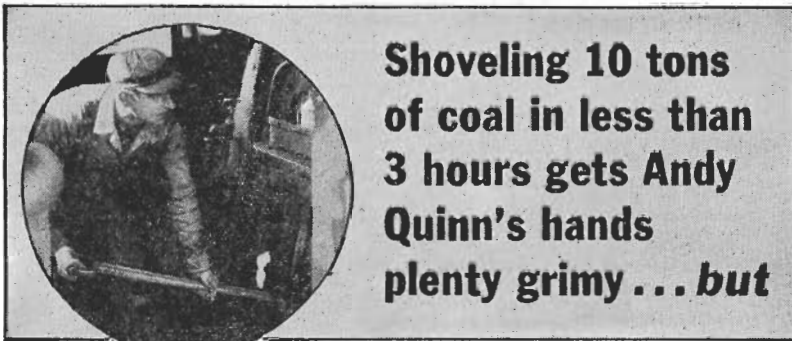
Miss Kathleen Barnett, daughter of signal maintainer at Lebanon, spent the Christmas holidays at Jasper, Ala.

Mrs. G. H. Kollmeyer, wife of signalman at Diggins, is visiting in Enid, Okla.

Mrs. John H. Willey, has returned to her home in Chandler from a visit in St. Louis.

Mrs. Floyd Eley, wife of signal maintainer, Imboden, spent the holidays with relatives in Springfield.

Mrs. L. J. Land, wife of signal maintainer, Conway, and sons, Charles and Cecil, spent the holidays in Ft. Scott, Kans.



Shoveling 10 tons of coal in less than 3 hours gets Andy Quinn's hands plenty grimy... but

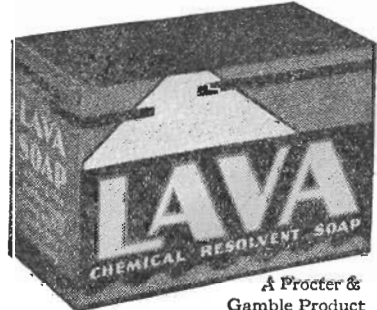


ANDY QUINN is the fireman on the Illinois Central's evening fast mail between Chicago and Champaign, Ill. By the time Andy's ready to put the engine in the engine-house after a run, his hands are grimy as hands can be. But he doesn't waste time trying to get clean with ordinary soap. As he's telling Engineman John Rance in the picture above, he gets his hands clean in a jiffy with Lava Soap.

les and nails. All the while, its glycerine—used in most expensive hand lotions—and other soothing oils protect the skin.

Because Lava gets all the dirt and kills germs, it helps prevent infections. Saves money, too, because it lasts 3 times as long as ordinary soap. Works in any water—hot or cold, hard or soft. Get Lava today.

Lava Soap is the railroad man's favorite from Coast to Coast because it's about the only product made that gets grimy dirt fast, yet is safe for the skin. Here's how Lava works. First, its quick, thick lather gets the surface dirt... and ordinary soaps stop there. Then its finely pulverized pumice gets the ground-in dirt—even around knuck-



TAKES THE DIRT... PROTECTS THE SKIN

MECHANICAL DEPARTMENT SPRINGFIELD, MO.

HAZEL CLARK, Reporter

The sincere sympathy of this department is extended to Mr. and Mrs. J. R. Goforth in the recent loss of Mrs. Goforth's parents, Mr. and Mrs. Thomas J. Jones. Mr. Jones, who was formerly employed by the Frisco at the North Shops, passed away on November 23 and Mrs. Jones followed five days later, on November 28th. Death in each case was caused by pneumonia.

We are very proud of John B. Rogers, who has recently been elected President of the Heart of the Ozarks Poultry Association. Mr. Rogers has also gained quite some fame as a breeder of fine White Wyandottes and has received a request from Jefferson City for pictures of some of his prize-winning chickens to be placed on exhibit in the museum of the Capitol Building.

Of course our 12 inch snow of Thanksgiving Day is now past history, but we are sure it will be long remembered by Mr. and Mrs. Dawes. They became snowbound a few miles from town on the Campbell Street Road, and, as it was only 10 o'clock in the evening, Mr. Dawes decided to hike to town for help, leaving Mrs. Dawes in the car. However, it was 4 a. m. before he returned with the necessary help and another two hours were required to finally reach home.

Full details of Mr. Brekenfeld's last hunting trip are unknown, but on his return he was overheard making the statement that a four hundred dollar bond would be required in the future, guaranteeing that there were really quail on the place, before he would make another trip.

Better luck came to Messrs. J. E. Potts, Ed Baron and W. H. Gimson on their recent turkey hunt, each being fortunate enough to get a bird.

Helen Yates reports an enjoyable trip to St. Louis on December 16, where she visited with friends.

OFFICE OF DIVISION AND STORES ACCOUNTANT SPRINGFIELD, MO.

ILA COOK, Reporter

As this report goes to press, everyone is rushing around Christmas shopping. Santa must be going to visit a lot of folks.

Miss Eunice Hagerman spent the week-end of Thanksgiving visiting Mr. and Mrs. H. C. Coleman in St. Louis.

Mrs. A. W. Fay and daughter, Ila, made a "flying" trip to Chaffee for Thanksgiving dinner.

We are very proud of our venetian shades. They are quite an improvement over the vari-colored shades.

Those who knew Miss Louise Weidman, stenographer, from Birmingham, will be interested to know that she is now Mrs. W. L. Miller and is living in Brazil, South America, where her husband is a Lutheran missionary.

Miss Zella Shawley spends almost every Sunday with her brother who is in the Shriners Hospital. They are in hopes that he will be sufficiently recovered to be home before New Years.

Mrs. F. L. Peters and young son have returned home after a week's visit with friends here. Mr. and Mrs. Peters are former Springfieldians. They are now living in Poplar Bluff, where he is roadmaster.

Our sympathy is extended to the family of Miss Sylvia Martin, whose sudden death was a shock to her many friends. Although she did not work

in this department, she was well known.

Ray Lodge spent two days down in Laurence County looking for quails. All he brought home was an owl and a hawk.

Santa Claus must have visited Miss Zella Shawley and Miss Maie Beaman before Christmas, as they are both wearing new fur coats. Of course the rest of us are green-eyed with jealousy.

DIVISION STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

PEARL A. FAIN, Reporter

There's nothing fair about it—when a fellow buys a new Chevrolet car he should have the privilege of breaking it in personally, but in this case the young fellow had to work and he worried all day for fear his Dad enjoyed that task. Ivan Chittenden is the owner of said car.

Clarence Woodall is now working on the supply cars, replacing Dan Case, who is employed in the stores department at Springfield. Their November trip took them over the Southwestern division and for the first time Mr. Woodall had the pleasure of seeing the new Oklahoma City Union Station. He tells us it surpasses all other union stations in beauty.

On the afternoon and evening of Thanksgiving Day a fifteen inch snow fell in Springfield; to be exact it was 15.8 inches, and what a beautiful snow it was. Many ugly and unsightly places were transformed into beauty and as someone said, Springfield became "Little America" for a short time.

A. T. Laughlin was held snow-bound at his home about a mile and a half from Springfield, November 30th, and was unable to get to work. Hundreds of cars were tied up in traffic near Strafford, Mo., about nine miles east of here, and it was estimated over a thousand people were held "captive" until relief was furnished. All this for the information of those who live in the sunny south.

C. C. Meyer and wife enjoyed Thanksgiving Day near Aldrich, Missouri, at Turkey Creek, and while scouting over that country found a real Indian head arrow.

Mr. and Mrs. Clarence Woodall celebrated their tenth wedding anniversary, December 1st.

Miss Charlotte Fain, sister of ye scribe, spent the Thanksgiving holidays in St. Louis. The special occasion was the wedding on Thanksgiving Day of a former classmate, Miss Dollie Lyle Ellis to Edward Conner, of St. Louis.

The only reason we don't mention the names of our friends, Joe Earl and Noah Farris, is that they never go places.

Geo. Graham is "Grand-Dad" and Mr. and Mrs. Clyde Graham are the proud parents of a baby boy, born about the middle of November. Congratulations!

Sincere sympathy is extended from this department to A. W. Blume, whose

brother died in Fredonia, Kan., on December 4.

Miss Maude Bedell recently received a letter from M. J. Cleary of 136 Third Street, Valley Junction, Iowa, and Mr. Cleary asked to be remembered personally to all his former Frisco friends, and especially mentioned the stock clerks of the stores department, as well as his former co-workers in the upstairs office. Mr. Cleary has recently had a cataract removed from his left eye in an Iowa State hospital, and has had his eyes fitted for glasses.

S. H. Gaston was off for a couple of days the first of the month and went to the country to help butcher—but from what he tells us, we wonder just which piece of the hog he left for the folks out there.

Miss Wilma Price will finish the Springfield Senior High School at the mid-term, about January 13. She is the daughter of Mr. and Mrs. W. D. Price, and they are quite proud to say that she has made the highest grades in her class; in fact, her average was 94.4%, and she will be one of the principal speakers in the graduating exercises.

Notice:—Anyone wishing information concerning the activities of Sherman Ellis (after work hours, of course), please get in touch with Wm. F. White—and vice versa.

G. L. Pickle is our new night watchman—taking the place of O. B. Cook, who is now trucking.

Beginning January 1, the employes will have to deal with fifty (50) classes of material, instead of twenty (20), as originally handled—as all work or material has been reclassified. "Krauty" Meyer and F. M. Bishop seem to be the most worried about the change.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

DOROTHEA HYDE, Reporter

Mr. and Mrs. Charley Allan had a delightful time in Fort Smith, November 28 and 29, visiting their daughter and her husband, Mrs. and Mrs. A. T. Thorson.

Mrs. L. B. Fullerton, mother of Clyde Fullerton, was sixty-six years old the 17th of November. A number of her

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REFINERS OF
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Refinery on Frisco Lines—BLACKWELL, OKLA.

Sales Dept., 1509 Philtower Bldg., TULSA, OKLA.

friends and relatives gathered in her home and had a dinner with an abundance of good eats. It must be wonderful, as one grows old, to be loved by everyone as is Mrs. Fullerton. Despite the fact that for seven years the only means of her getting around has been in a wheel chair, Mrs. Fullerton always has a big smile and kind, uncomplaining words for everyone.

Madge Morton and other members of her family attended the funeral services of a cousin, Miss Helen Morton, in Tulsa, November 26.

Ed. Baron, Wm. Gimson and Emmit Potts went hunting near Willow Springs recently. Guess it wasn't a real "goose chase" after all, for they brought back five turkeys. Last I heard of Ed's turkey it was still in cold storage. Boys, be sure and have your license baked nice and brown and serve as a side dish, and don't, by all means, let anyone even taste the turkeys who hasn't bought a license yet, this season.

Maude Bedell spent the 26th and 27th visiting relatives in Kansas City.

Say, folks, did you know we have just experienced one of the largest snows we've had in a number of years? If you need any pointers on facts about the snow, ask Al Garringer, I'll vouch for anything he says. He's the best snow wader I ever waded behind. Thanksgiving sure ended for us in a big way, No. 9 being late and no cabs to be gotten at any price. We started on our slow journey home, and I with only thin silk hose and pumps—my feet are still cold! If you need any medicine for colds, just call on either of us and we'll fix you up. Have been wondering just what the milk man thought of my stalking by him on my steps at such an early hour.

Mr. and Mrs. Homer Weber and Mary Ella spent their Thanksgiving with relatives in Wichita. The weather turned out so bad that the time had to be spent eating turkey and sitting by the fireside. Homer had a grand time, for there are two things he is extremely fond of doing—eating and chatting.

About this time last year John Bass' old hens got so fat they fell from the roost and became crippled. Some kind person has relieved him of the trouble of picking them up this year. Two nights recently he has had a visitor in his hen house, total loss so far being nine nice fat hens.

We are all well pleased to see Lorán Loveless back with us again, after being absent account of illness.

Sincere sympathy is extended to A. W. Blume, general storekeeper, in the loss of his brother, Robert Blume, of Fredonia, Kan., December 5.

We are glad to hear that N. H. Kruse is able to leave the St. Louis hospital and hope his improvement continues.

Another year has passed. Here's hoping the "New Year" has an abundance of happiness and prosperity for each of you and your families.

**OFFICE OF SUPERINTENDENT
TRANSPORTATION**

EULA STRATTON, Reporter

Instead of Christmas bells, it was wedding bells, that rang in our office since the last issue of the family news. Catherine Lyons, daughter of Mr. and Mrs. Thomas Lyons, became the bride of Horace B. Clark on November 20, at Kansas City, Mo. Then Margaret Masters, daughter of F. H. Masters, chief car distributor, was married to Samuel C. (Sam) Roberts at Thanksgiving time in St. Louis, and on November 18 Hazel Baker, sister of Bertie Sutton, became Mrs. W. W. Little. All were exciting

events, for they came as surprises.

Mrs. Clark and Mrs. Little have been employed by the Frisco for quite some time and their husbands are also railroad employes, so, needless to say, their gifts and best wishes were many. Miss Masters and Mr. Roberts are both popular young folk here. They will make their home in Champaign, Ill., where Mr. Roberts is a senior in civil engineering at the University of Illinois. Our best wishes to all the newlyweds.

Clara Alderfer, in company with Mr. and Mrs. Fred Nibler, left, December 16, for Cortez, Florida, where they will visit Mr. and Mrs. C. C. Berst.

Bertha Sutherland enjoyed a five-day visit in Evansville, Ind., with Mr. and Mrs. A. S. Leonard, former Frisco people.

Savina Fellin, with her niece, Wanda Fellin, spent December 14 in St. Louis, doing some Christmas shopping, and Mamie Bradley had a delightful day in Kansas City visiting the gaily decorated shops and stores.

Mary Howell and her mother, Mrs. Howell, had quite a lovely holiday visit with Mary's sister, Mrs. Douglas Williams in St. Louis.

Pearl Townes journeyed to St. Joseph for holiday fun with Mr. and Mrs. T. C. Collins and their young son.

Mary Prophet returned to Springfield, December 17, from a fine vacation in Long Beach, Calif., where she visited her sisters, Mesdames Austin and O'Neal, of that city.

And Cleveland Laub came all the way from New Orleans, La., where he is employed, to spend Christmas with his mother, Jessie Laub.

There were several gay Christmas parties and bridal showers and one party that was unusually interesting was given by Mrs. H. B. Clarke, complimenting those who had given a shower party in her honor. Those complimented were Mrs. Annie George, Jessie Laub, Merle Platte, Lucy Good, Helen Heflin and Lela Pride.

So thus ends the year nineteen thirty-four.

We hope the new one brings business galore.

Happy New Year to you all.

—The Reporter

MONETT YARDS

LINZY LLOYD, Reporter

H. E. Rook, our night general yardmaster, has just reported for duty after taking a few days' vacation. He was relieved by W. P. Fenton.

G. D. Shreves, foreman on the 7 a. m. yard engine, was presented a 40-year membership pin of the B. of R. T. Mr. Shreves is the oldest switchman in the Monett Terminal. His railroad service was started in the days when the equipment was hazardous to life and limb, and for years handled the old link and pin couplin without loosing a finger. He has worked for the Frisco for 34 consecutive years. Previous to that time he was employed by the Illinois-Central as brakeman and conductor.

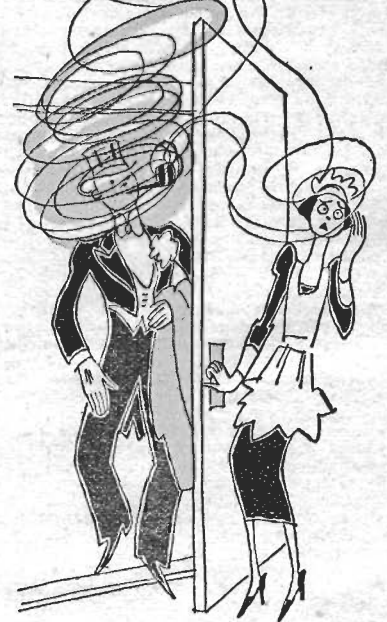
J. H. Shockley, second trick bill clerk, in the east yard office, has returned from the Frisco hospital in Springfield, Mo., where he has been for the past several weeks for medical treatment. Joe is able to be back on the job again by taking good care of himself. His vacancy was filled by Extra Clerk Treve Lee.

Mr. and Mrs. Joe Short, of Rolla, Mo., visited with Mrs. Short's mother, Mrs. F. M. Hall for a few days.

C. J. Kunz, our local agent, attended an accident prevention and better service meeting held in Springfield recently. Mr. Kunz reports a lot of interest at this meeting.

O. W. Howard, conductor on the

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FOR THE
EXTERMINATOR!"**



DON'T BLAME the new maid for confusing the dinner-guest with the man who routs roaches! Who wouldn't be dazed by the murky fumes of that mucky pipe?

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It's 15¢—AND IT'S MILDER

Central division from Monett to Paris, Texas, has been off duty for some time account of an infection to his leg, but at present writing he has sufficiently recovered to be back on the job.

W. L. Mayfield, day general yardmaster, is taking a few days lay off, being relieved by E. P. Hogan.

Chester Reniff, extra passenger brakeman, has been very successful in securing new business for the Central division, having secured the information about some folks going to make a trip in their own private automobile to Hugo, Oklahoma, he got in touch with them, and, after convincing them that they would save money by buying round trip tickets on the Frisco, they decided to make the trip at his suggestion. Lets keep the good work up.

Frisco Day in Monett proved to be a huge success. Miss Martha C. Moore, and Uncle Charlie Baltzell, entertained the high school group at the assembly at the high school. A book of rule meeting was held in the afternoon at the City Hall Auditorium and in the evening an entertainment at the Park Casino. A Mock Trial was the comedy feature of the evening and was enjoyed immensely. It is expected Frisco Day will be made an annual event in Monett.

Quite a number of prominent New York bankers, accompanied by John D. Rockefeller, 3rd, passed through Monett on train No. 2, on their return trip to New York City after a tour of the southwestern states.

Frisco service was highly complimented by Earl Carroll of the "Carroll Vanities" while enroute to Ft. Smith, Ark. This troupe has a special train of five cars with sixty-one people. They enjoyed the efficient service accorded them all along the line from Oklahoma City, where they boarded the train to the end of their destination at Ft. Smith.

**PASSENGER TRAFFIC DEPT.
ST. LOUIS MO.**

S. W. CHILTON, Reporter

Recent changes in our personnel finds E. G. Baker, assistant general passenger agent, transferred to St. Louis; Delbert Fields promoted to passenger agent, St. Louis, and David Wagner succeeding Delbert as secretary to Mr. Nourse.

A new job was not the only nice Christmas present enjoyed by Delbert Fields, for on Monday, December 17, he became the very proud father of an 8¼-pound baby girl. We haven't heard as yet just what she has been christened.

O. K. Coyle has been suffering from a sinus infection and was absent a day

or two from work.

Rich Knoll was served a jury summons recently and served a day.

SOUTHWESTERN DIVISION

**TRAFFIC MANAGER'S OFFICE
OKLAHOMA CITY, OKLA.**

W. C. HAMILTON, Reporter

Owing to return to duty of Lucille Battern, Florence Fogelsong was with us but a short time, but we hope to have her visit with us again soon.

On December 1, W. L. Huggins, Jr., was transferred to Kansas City and J. G. Weaver succeeded Mr. Huggins. We wish them both the best of luck in their new positions.

M. W. Bell has purchased a new Pontiac and does he step? We hope he can persuade the Pontiac Motor Company to favor Frisco with some new business.

Lucille Battern returned to work December 1, after being absent six weeks, due to illness.

Mr. Weaver attended the funeral of R. K. Wooten, December 4. Mr. Wooten was a consistent patron of the Frisco for many years.

M. W. Bell and family spent a week-end recently visiting relatives in Fort Smith, Ark.

L. W. Price formerly general agent, returned recently from a visit in Boston and New York, reporting a nice time and much warmer weather than we are having here.

Owing to large attendance of Pontiac dealers from this territory, we had extra Pullman on Number 10, December 3, to Milford, Mich.

Passenger department is being kept busy account of students returning home for the Christmas holidays.

Miss Virginia Estes, daughter of Dave Estes, operator, Union Station, who is attending Lindenwood College, St. Charles, Mo., spent Thanksgiving visiting her mother and dad.

We had a special train consisting of Chevrolet dealers en route to Detroit,

December 11. R. O. Hopkins accompanied the party.

Elmer Jordan, passenger agent, had Group 12, Camp Fire Girls for an inspection trip through the Meteor, December 15, and it was enjoyable for all, as some of them had never been on a train before.

As Xmas is almost here and the New Year around the corner, would like to take this opportunity to wish you all a "Merry Xmas and Happy New Year".

**OFFICE OF TERMINAL
TRAINMASTER
WEST TULSA, OKLA.**

EDNA A. WOODEN, Reporter

By the time this goes to press we will have entered upon the new year 1935 and we take this means of wishing all a Prosperous year full of Happiness.

Mr. and Mrs. Lawrence Frear are the happy parents of a little daughter, born December 6th, to whom they have given the name of Sandra Lue.

C. R. Brigance, switchman, has returned to duty after an absence of several weeks account illness.

E. H. Caperton, brakeman, has been absent from work for some time account illness. We hope he will soon be able to return to work.

We are happy to report Mrs. C. E. Davis, wife of engineer, as getting along nicely. Mrs. Davis is spending the winter in San Antonio, Texas, for the benefit of her health and has many friends who will be glad to know she is improving.

Our sympathy is extended to L. J. Gaither, switchman, in the loss of his invalid daughter, Pauline, age 18 years, who passed away November 22nd at their home in Tulsa.

P. C. Crosby, conductor, has returned to work after an absence of several weeks account illness.


C. S. Miller, dispatcher, and Mrs. Miller drove to Claremore, Sunday the 16th, where they witnessed an elaborate program staged by the Oklahoma Military Academy, of which their only son, Charles, is a student and where he

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has made a splendid record, both as a student and as a member of the OMA Band. He has an appointment to enter West Point at Anapolls in 1936, where we are certain a brilliant future awaits him as one of Uncle Sam's boys. We are mighty proud to claim Charles as a member of our Frisco family and will follow his future with interest.

RIVER DIVISION

CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

Our sincere sympathy is extended to the family of John Barber, who died recently. Mr. Barber was in apparent good health and his sudden death was a shock to his many friends.

On December 1st E. O. Daughtrey, who has been assistant superintendent on this division for the past several months, was transferred to Enid, Okla., and J. L. Mumma was made assistant superintendent over the entire River division.

Miss Marguerite Busch, daughter of division engineer and Mrs. H. F. Busch, who is a student at Missouri University in Columbia, Mo., will arrive home about December 15th to spend the Christmas holidays with her parents.

A. H. Steck, brakeman, who works out of Hayti, Mo., spent several days in Cape Girardeau visiting his family.

Mr. and Mrs. Dave Carroll are the proud parents of a son born December 8th. Mrs. Carroll is the daughter of claim agent and Mrs. Harry Allard, and the new arrival accounts for the broad grin Mr. Allard is wearing.

The victim of a holdup at Blythe-

ville, Ark., on December 6th, J. L. Mumma, assistant superintendent, was shot in the shoulder and was taken to the Frisco hospital in St. Louis. Upon arriving at the hospital, Mr. Mumma had an attack of appendicitis and had to be operated on immediately. Glad to report that he is improving rapidly and we hope will soon be able to be out.

Division engineer and Mrs. H. F. Busch and her sister, Mrs. Penn, spent the Thanksgiving holidays in Springfield, Mo., visiting relatives.

Superintendent and Mrs. J. S. McMillan have as their house guest, Mrs. McMillan's mother, Mrs. C. A. Dunnavant, of Kirkwood, Mo.

Last, but not least, I hope everyone of you had a very Merry Christmas and that your New Year will be the brightest and most prosperous one you have ever known.

SUPERINTENDENT'S OFFICE

J. A. CHRONISTER, Reporter

J. L. Mumma, assistant superintendent, is in Frisco hospital recovering from an appendix operation. Mrs. Mumma reports Mr. Mumma getting along nicely.

Mrs. Leo Lane, wife of file clerk, Chaffee, returned home recently from Frisco hospital, where she had been a patient. Mr. Lane reports Mrs. Lane getting along fine.

Mrs. J. A. Chronister spent Thanksgiving week with her parents at Paragould, Ark.

Mr. L. C. Beasley, train dispatcher, and wife, of Chaffee, visited J. H. Livingston and wife at Mountain Grove, Thanksgiving week. Mrs. Livingston is Mr. Beasley's sister. Mr.

and Mrs. Beasley and Mr. Livingston and wife drove to West Plains Thanksgiving Day and took dinner with Mr. Beasley's sister, Mrs. W. W. Mantz, which constituted a reunion of Mr. Beasley's family.

Mr. and Mrs. Dean Underwood and son recently spent the week-end at St. Louis visiting friends.

H. F. Bush and family spent Thanksgiving in Springfield.

Mrs. John Simpson and daughter, Pauline, visited Mr. and Mrs. Coy Lasley, of San Antonio, Tex., also Mr. and Mrs. G. A. Belknap, of Fort Worth, recently—both report a very enjoyable trip.

HAYTI, MO.

JIM APPLING, Reporter

Engineer J. M. Meyers, who has been ill for several weeks, is now able to be up and around home.

Section Foreman Ed Dalier's two children were bitten by a mad dog some few days ago, and are now taking the rabies shots. All hope the treatment is a success.

Wife of Operator Charles Jobe has been visiting her parents and friends in Chaffee.

F. X. Schumacher, Jr., son of local agent, who is attending college at Cape Girardeau, is spending the week-end with his parents.

Fireman, Sam Pendergrass and family, of Chaffee, are visiting friends here this week.

Roundhouse Foreman Fred Larson went duck hunting on the bayou the past week, and reported he had good luck and a big time.

The Frisco Club Band took part in the American Legion Parade at Poplar Bluff, last week.

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SPRINGFIELD, MO.**

NORTHERN DIVISION

OFFICE SUPERINTENDANT FORT SCOTT, KANS.

BLANCHE BICKNELL, Reporter

T. W. Moreland, chief clerk to superintendent, spent December 4 in Topeka, Kansas. Mr. Moreland is chairman of the Bourbon County Safety Council. The meeting held in Topeka was the first meeting of the advisory committee of the Kansas Council. Mr. Moreland stated the purpose of this meeting was to discuss formation of county safety councils and it is planned to have as many counties as necessary organized by January 1.

Mrs. Jack Dalton, wife of secretary, has been confined to her home on account of an injury.

E. Y. Coiner, was off one day this month on account of sickness. C. C. Blevins substituted for him. Mr. Blevins also worked a few days at the freight house in place of L. J. Timberlake. Mr. Timberlake was relieving Herman Clark in the yard office for a few days.

Conductor F. E. Heaton, wife and daughter, Sammy-Lou, spent a few days visiting in Waterville, Kansas.

Ray Rienbolt has bumped on the helper job at Parsons, displacing Fred Sweep. Mr. Sweep exercised his seniority rights at Lamar.

W. G. Bicknell, wife and daughter, Wilma, have returned from a vacation spent in Birmingham, Atlanta, Ga., Jacksonville, St. Augustine, Palm Beach and Miami, Florida.

Mrs. C. L. Payne and daughter, Martha Lou, family of transportation clerk, are visiting relatives in Los Angeles.

Frank McCann, wife and daughter, spent a recent week-end in Kansas City and Independence, visiting relatives. Frank drove his new Plymouth up.

Conductor Clarence Heitz, wife and daughter, spent about two weeks visiting friends and relatives in Norfolk, Va.

MAINTENANCE OF WAY DEPT. FT. SCOTT, KANS.

GLADYS ROTH, Reporter

A new year is here again and we wish you a more prosperous year than that just past.

Rail end welding gang which has been working on the Kansas City Sub for the past year is now working on the Ash Grove Sub, working over rail ends south out of Fort Scott.

Account L. E. Rhyne being appointed vice-general chairman of the Maintenance of Way Organization, Fred Bland is in charge of extra gang No. 136, until such time as permanent assignment is made.

Robert D. Rhyne has been appointed to position of division chairman of the Maintenance of Way Organization, vice Mr. L. E. Rhyne. R. D. Rhyne at the present is section foreman on Section M-8 at Strauss, Kansas.

William Brown, B&B carpenter in B. O. Coleman's gang No. 3, has been granted a 30-day leave of absence account sickness. Hope Mr. Brown will be able to return at the expiration of the 30 days.

J. A. Reynolds is now back at Fort Scott and says he is feeling quite well. Hope we will soon have Jim back with us in some capacity.

John Ripper has returned to position as foreman on Section C-11 at Fontana and Mr. Arnett has returned to Section C-12 at Fontana.

We wish to extend our sincere sympathy to Harry Kahmans, B&B man in Frank Jones' gang, in the loss of his brother who passed away at St. Louis, November 24th.

Also our sympathy is extended to Mrs. Joe Clark and other relatives. Joe Clark, former section laborer on Section H-4 at Joplin, Mo., passed away at the Frisco Hospital, November 29th.

Mrs. Harvey S. Ingle, wife of B&B man, visited in Bolivar, Mo., recently.

Miss Margaret Scott and brother, Rodell, of St. Louis, spent the Thanksgiving holidays with their father, Geo. W. Scott, maintenance clerk at Fort Scott. They are also planning on spending the Christmas and New Year holidays at Fort Scott.

Fred Rakestraw has been assigned to position of section foreman on Section L-13 at Miami, Okla.

Otho Wittenmeyer has been assigned position of section foreman on Section LA-1 at Picher, Oklahoma, account Lee Wittenmeyer, former foreman on this section, having bid in Section LA-2 at Quapaw.

Strange as it may seem the whole town of Edward was moved to Fort Scott recently, having been moved intact on two flat cars. Account installation of remote control at Edward, the operators were cut off and buildings retired, depot being moved to Fort Scott to serve as wash and locker room for the car department.

Account E. G. Caskey returning to work as foreman of paint gang No. 5, Mr. Albert Stapp has returned to paint gang No. 7, with Foreman Shore.

Glad to report that Mrs. A. N. Matthews, wife of water service foreman, who has been quite ill, is getting along nicely.

Mrs. Stanley Morris is now cooking for gang No. 3, Foreman B. O. Coleman.

TRAFFIC DEPARTMENT KANSAS CITY, MO.

ROY E. MARING, Reporter

It was with mingled feeling that we witnessed the promotion of Traffic Manager Coulter and Mr. Baker to our St. Louis offices. We are proud that our management looked to Kansas City for future leadership, which speaks well of the ability of these gentlemen. Both had won enviable positions for themselves in the esteem of all who knew them. Our sincere wishes for continued success in their new fields go with them.

W. L. Huggins, Jr., formerly traffic manager at Oklahoma City, has been chosen to succeed Mr. Coulter, and we extend our hearty greetings and assure him of the same whole-hearted support that we gave his predecessors. Mr. Huggins is not a stranger in these parts through his varied activities, and while director of publicity for the Frisco Railroad.

Messrs. Henry I. Harriman, president; D. A. Skinner, secretary of the U. S. Chamber of Commerce, with three other members of their party used our Kansas City Florida Special, Birmingham to Kansas City, November 20th.

Rate Clerk Bowers has yet to win his spurs as a successful clock repairer, so had better continue his freight rate studies. Harry boasted that he could save the expense of repairing the family heirloom. Late reports indicate he placed it back together with only two springs left over.

Time was when we had faith in Solicitor Young's protestations that his numerous car accidents were chargeable to the other fellow, but a great

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doubt has crept in to disturb our meditations. The more recent reasons for that doubt happened too close together, to-wit: November 28th and December 3rd. Wayne says that it is always the other fellow who pays and pays—but then Wayne is pretty shrewd and a fast talker in emergencies.

Members of the Kansas City Passenger Agents Association paid a fine compliment to Mr. Baker, November 30th, at a luncheon given in his honor at the Baltimore Hotel here. Probate Judge-elect Mitchell Henderson reviewed Mr. Baker's accomplishments in the time he had known him and with others expressed the feeling and regard with which Mr. Baker was held.

Edith Walters and General Agent Newman have gone to the dawgs, and understand Solicitor Young is slipping. No—not literally, but figuratively speaking. Edith is seriously considering entering "Mittens" in future dog shows in this territory.

Report just reaches us that R. E. Holman, formerly our city ticket agent at Kansas City, has been promoted to chief clerk in the general agents office of the Union Pacific at Tulsa. Our best wishes are with Bob.

Former Depot Passenger Agent Chas. Finnegan, now at the Tulsa Union Depot, paid us a visit December 5th and looks like a big butter and egg man. We were happy to learn that his son is attending George Washington University at Washington, D. C., studying for the diplomatic service.

Yard Clerk Ralph Blank and his one-man orchestra seems to have a good publicity man working for him from the amount of newspaper publicity given him lately. More power to him.

OFFICE OF SUPERINTENDENT TERMINALS—KANSAS CITY, MO.

TOM KEHOE, Reporter

It's here again! Another NEW YEAR—offering us a new start, 365 clean pages on which to write another chapter in our life's history, and it is my sincere wish for all of you that on each page may be written only "Success and Happiness".

While we are making our new list of resolutions, let's include one in honor of the future success of our railroad, and that is that during the coming year we will keep both eyes wide open, and ever alert for every pound of freight and every possible passenger, which, with the combined

efforts of all, is bound to build up a surprising volume of new business for the Frisco during the coming year.

Speaking of making New Year resolutions, I overheard a conversation recently which led me to believe that Stevedore Collins and Mose Tarp were planning on becoming shining examples of integrity during the coming year, making every minute of the day count for the utmost in honest labor, or using the old football term, "hitting the line hard". I might add that this would be a good one for every one of us.

Congratulations are in order for Dave Hartzler, operator, Centropolis, and wife, upon the arrival, on November 25, of an 8-pound baby girl, whom they have named Mary.

The girl's basketball team, of which Nick Fracul is the proud coach, got off to a bad start the night of December 14th, when they were beaten by the Redemptorist Girl's Team. However, the undaunted Nick is not discouraged and has bolstered up his coaching staff, and is going out for the trophy in earnest, now. With the able assistance of Louis Ponck on the staff, I am sure he will have a successful season with the ladies.

Sam O. Miller, engineer, returned from the St. Louis hospital, December 1st, where he had undergone an operation. Mr. Miller is expected back to work January 15, and we trust he will be fully recovered and feeling in the pink of condition by that time.

Howard Russell, crossing flagman, was called to Lamar, Mo., December 2nd, account of death of his father. May we extend sincere sympathy to Mr. Russell upon his bereavement.

Tom Woodward, hostler helper, returned from the hospital, December 14th, feeling quite comfortable after his recent tonsil operation.

J. L. Johnson, switchman, and family are spending their annual Christmas vacation visiting with the home folks in Atlanta.

A. R. Vanzant, section foreman, and wife, returned December 5th, from a pleasant two weeks' vacation, visiting relatives in Houston, Tex.

F. E. Morgan, chief clerk, spent Thanksgiving week-end hunting in the wilds of Cluquot, but reports that he was snowbound while there and had to join the Hotstove League for excitement.

C. W. Carter, of St. Louis, and H. H. Fuller, of Newburg, who had been working here on the switchmen's board since July, returned to their homes November 30, account of being cut off the board due to reduction in force. We enjoyed their stay with us and hope that business picks up again soon, so that they may be returned.

**OFFICE OF GENERAL AGENT
KANSAS CITY, MO.**

MARK M. CASSIDY, Reporter

Last summer the writer was reading in the Missouri Pacific Employees' Magazine of the rapid rise of one of that road's officials who started his career many years ago in "the dark, smoky old office of the KCFS&M". That old building has withstood, remarkably well, the vicissitudes of time, including the disastrous flood of 1903, and is still in use as the local freight house of the Frisco at Kansas City.

Now, this old veteran is undergoing extensive repairing, and has been a bee-hive of industry, with carpenters replacing old windows with new, replastering, removing unsightly old cabinets, and building a new entrance. Of course, it was quite uncomfortable and dirty for a while, but that will all be forgotten in the changed appearance of the office.

Craig Lacy has been off the past four days (as this goes to press) to get himself a tonsillectomy. He found that it was impossible to say "Philadelphia" the first day afterwards. No doubt Craig will feel much better, now that he has that off his mind.

John Fitzgerald is still off, sick with infected tonsils, and doubtless, his enforced vacation will be indefinite. Edith Zahl has been filling his position in his absence.

Andy Kranichfield spent a week or two hobbling around on a crutch or two, caused from a sprained ankle. We have been holding an investigation to determine the cause of the sprain, but the best we can do, is blame it on the icy pavement.

Bill Collins appeared in the office today with one eye all bandaged, a la Floyd Gibbons or Wiley Post. He was quite non-committal as to the cause, giving several ambiguous and contradictory reasons.

Block Clerk Britt spent several days in Oklahoma just resting and catching up on his visiting.

I sincerely wish all of you a Happy and Prosperous New Year!

WICHITA, KANSAS

LOTA L. WILLIAMS, Reporter

Some things never go out of fashion and Christmas is one of those things. but with the joys of Christmas now only a pleasant memory we wish you a most Happy New Year!

It's a busy season but the new officials of the Frisco Employees' Club are planning a very interesting club year. With everyone cooperating the social meetings every two months should be well attended and prove of enjoyment to all.

F. W. Archer, chief clerk, with his family spent Thanksgiving visiting his brother at Neosho, Missouri, where they ran into a beautiful snowstorm, much to deep for any hunting. So far in Kansas we have seen only a few fluttery flakes, but we keep hoping!

From the freight offices comes news that John Roberts, bill clerk, will visit relatives at Webb City, Missouri, for a few days during the holidays, and S. P. Haas, general agent, and Mrs. Haas will spend Christmas week with their son in Minneapolis, Minnesota.

WANTED: Some news items!

**MASTER MECHANIC'S OFFICE
KANSAS CITY, MO.**

LEOTA FRIEND, Reporter

And so as this magazine goes to press, another year will have drawn to a close. To many the past year, 1934 has been an improvement over 1933, but here's hoping that the year 1935 will be to each of you, all that you may desire.

We are indeed sorry to report that Mrs. E. C. Henshaw has been confined to her home for the past four weeks due to illness. We're truly hoping that Mrs. Henshaw will soon be up and about as per usual.

Mary Dally, our traveler, visited friends in Springfield a recent Sunday, also visited the Dailey family in Pierce City over a recent week-end. Accompanied by her mother she visited relatives in Oklahoma during the recent holidays.

B. H. Betts, of the Springfield office, has been in our office the past several weeks.

It was our grand good fortune to meet some of the foremen from outside

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EVERY
PAIR

**Lee
OVERALLS**
UNION-ALLS—SHIRTS—PANTS—PLAY-SUITS

points, Northern division, in Kansas City recently, when Mr. Berry called a meeting of all the foremen. We were very happy to meet Messrs. Mason, Seanor and Ramsey and regret very much we could not get acquainted with the other foremen while present.

G. E. Daughtery made a hurried visit to the sunny south on December 2. This was at the time we had the four-inch snow in Kansas City and Mr. Daughtery reports not a snow flake fell in Dixie.

No doubt other reports from this point are giving you the details of the dinner dance held in Masonic Temple on the night of December 6th. We just want to add that the master mechanic's office force was well represented and it certainly seemed that everyone was having a grand time. We're hoping that the president of the Sunnyland Club, next year, will see to it that we have another such affair.

On a recent Sunday evening when W. B. Berry and wife attended a neighborhood movie their house was broken into and clothing and jewelry to the value of several hundred dollars was taken. We don't know just what moral to offer in this case, whether it is—that one should possess only one suit of clothing, or whether it is that movies should not be attended on Sunday, but anyhow we're glad to report that Mr. Berry recovered a part of the property stolen.

And so, until 1935, I bid you an adieu.

TEXAS LINES

**MECHANICAL AND STORES DEPT.
FORT WORTH, TEXAS**

E. A. PADGETT, Reporter

Having missed the November issue of

the Magazine no report was made of the death of C. D. O'Connor, yardman, which occurred on October 12, at Harris Hospital, after an illness of several weeks. "Con" as he was affectionately addressed by his fellow workmen was buried at Denison, Texas, October 15. In his passing, the Frisco has lost an energetic and faithful employe, and those left behind realize they have lost a true friend who was never known to be too weary to sympathize with the unfortunate or too poor to aid a worthy cause. The entire force extends condolence to the bereaved and grief stricken family. In addition to a number of friends outside the Frisco Family, the following employes attended the funeral: E. P. Freeman, G. O'Gorman, J. F. Devaney and J. R. Ferguson.

M. E. Holibaugh, roundhouse clerk, and J. K. Murphy, cellar packer, buried their mother-in-law at Cleburne, Texas, Sunday, October 28. Sympathy is extended to these families by this department.

After spending practically all of the month of October and a good part of November in Harris Hospital, C. L. Vaughn, locomotive fireman, was out a few days, but had to return again for a serious surgical operation. We sincerely trust we may report a decided improvement in his condition in the next issue of the Magazine.

John Christian, stationary fireman, was called to the old home at Gilmer, Texas, on December 7, on account of the serious illness of his mother. No report has been received of her condition at this writing.

Roy Thompson, boilermaker, having been off sick for the past month, is up and about, but not able to report for work at the present.

R. W. Courtney, electrician, is planning on spending Xmas in San Angelo, visiting his wife in the hospital at that place.

J. R. Ferguson, president of Local No. 25, has returned from Springfield, where he attended the annual meeting of the association. He reports a very successful and harmonious meeting, and from his description of the banquet, he is likely to have considerable opposition at the next election of officers from a gang of hungry fellows who can eat more than one piece of fried chicken.

Happy New Year, everybody.

TRAFFIC DEPARTMENT FT. WORTH, TEXAS

CORYLYNE PLEDGE, Reporter

The highlight of our December Club activities was a visit of Miss Martha Moore to our club banquet. It has been many a day since we had as entertaining and encouraging a speaker in our midst and sincerely hope that she will visit us again soon, with a lot more good cheer.

Harry Granger informs us he has his Christmas tree up and his newly renovated home all decorated for the holidays, and we are all looking forward to an invitation to "drop by" Christmas morning.

Fort Worth lost one of its very best friends on December 11, when W. T. (Pappy) Waggoner passed away. Mr. Waggoner has been one of the few who were always first to donate to any needy fund and has helped build up Fort Worth in a way that no other one person in this vicinity has. He built Arlington Downs and lived to see the horses run on this beautiful track and to see his own Three D colors win many a race.

Glad to report Miss Jessie Arterbury improving after an automobile accident which caused several very painful injuries. Hope to see Jessie back and feeling O. K. again soon.

MECHANICAL DEPARTMENT SHERMAN, TEXAS

D. R. ANDERSON, Reporter

Dave Snyder, yard clerk, who has been off for several weeks, part of which time was spent in the hospital, is able to be out again and will soon be back on the job. Paul Dial has been filling the vacancy account Mr. Snyder's absence.

Machinist Scott Russell, who is now working in Tulsa, paid us a short visit December 1. We trust he found his visit pleasant enough so he will return often.

Con F. Leonard, blacksmith, is in the Wilson N. Jones Hospital, where he has been confined since December 2. We expect him to be back on the job again soon.

Division Storekeeper K. P. Guin also spent several days in the hospital this month. Couldn't keep him there, however, so he is working again.

Upon receipt of advice that her brother-in-law, James Graham, died suddenly in Cedar Rapids, Iowa, Mrs. A. A. Graham left Sherman, December 4, to attend the funeral. Mr. Graham was a brother of our late master mechanic. Our deepest sympathy is extended to the family.

Engineer and Mrs. A. V. Brown have as their holiday guests, their daughter, Mrs. Clyde Jump, and grandson from Boulder, Colorado.

Mrs. Graham, mother-in-law of Machinist W. H. Prather, continues gravely ill at this writing.

CENTRAL DIVISION

SUPERINTENDENT'S OFFICE FT. SMITH, ARK.

EARL E. DODD, Reporter

Mr. and Mrs. J. C. Allan were guests of their daughter, Mrs. A. T. Thorson, Thanksgiving and the day after. Mrs. Allan had the misfortune of getting her thumb mixed up in the door of Mr. Thorson's car, badly mashing same. We hope it is well by now. Mr. Thorson is our wire chief.

We understand the newly organized Ladies' Auxiliary had a big party at the home of Mrs. O. L. Young on December 3rd with plenty of good things to eat and so forth. Mrs. Lehn, Mrs. Garrison, Mrs. Mitchell, Mrs. Jones, Mrs. Stafford and Mrs. Robison journeyed down for the occasion.

Mrs. Paul Krueger, of Springfield, Mo., was an out of town guest at the Christmas party of the Ladies' Club and remained for several days as the guest of Mrs. O. L. Young.

Mrs. Jean Gabriel Young and daughter, Priscilla, and Mrs. Blanche Bagriel Wells and children, Herbert and Ann Gabriel, have arrived from California to spend the winter with Mr. and Mrs. H. E. Gabriel.

Mr. and Mrs. R. M. McGlasson plan to spend Christmas with relatives in Wagoner, Okla.

Mr. and Mrs. W. H. Bevins, of Muskogee, spent Sunday recently in Fort Smith visiting with old friends.

Mr. and Mrs. H. E. Gabriel and daughters, Mrs. Jean Young and Mrs. Blanche Wells, and Mr. and Mrs. Ross Manley attended the meeting of the Northwest Arkansas Frisco Club at Fayetteville on December 13th.

J. L. Smithson, section foreman at Bentonville, is still confined to his home from injuries received last October.

The reporter is glad to congratulate the new officers of the Fort

Smith Frisco Club, also the Fayetteville Club officers who were re-elected.

H. M. Booth, roadmaster, has been in the Frisco hospital a few days for a tonsilectomy.

Mrs. H. M. Booth was also in St. Louis a few days while Mr. Booth was in the hospital.

Service on the A. & A. Line is now being performed by night locals, which are speeding the movement of through freight a great deal.

Arthur Adams, special agent, is the proud papa of a baby boy named John Kenneth. Congratulations!

We were glad to have R. L. Davis, of the Springfield engineering department, visiting with us a few days recently, assisting Division Engineer Collette.

Mrs. Blanche G. Wells, with her two children, and Mrs. Jean G. Young, with her little daughter, have returned to Fort Smith to visit over the holidays with their parents, assistant superintendent and Mrs. H. Gabriel. Their home is in Los Angeles, Calif.

The Earl Carroll Vanity Theatrical Company moved Joplin to Fort Smith on the 17th, and Mr. Carroll expressed deep appreciation of the handling given them and the courtesies extended.

T. F. O'Rourke and Mrs. O'Rourke, of Springfield, were Sunday guests of C. E. Durham, secretary to superintendent and Mrs. Durham.

The football special from Fayetteville to Tulsa and return for Turkey Day game was a huge success. Among the Frisco employes who made the trip were D. G. Lehn, agent at Fayetteville; C. O. McCain, division freight and passenger agent, and O. L. Young, superintendent.

Clarence Jeffries, mechanic, Fort Smith roundhouse, is in Frisco Employes' Hospital, St. Louis. We hope to see him back on his job before long.

Mrs. E. H. Ruge, mother of Miss Johanna Ruge, secretary of the Ladies' Auxiliary, who has been ill in a local hospital for some time, returned to her home and is convalescent. During her illness, W. E. Ruge and Mrs. Ruge, and Miss Elsie Adamietz, of San Antonio,

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Texas, were guests in the Ruge home.

We are today handling special train from Joplin, Mo., to Fort Smith, carrying the Earl Carroll Vanities for their engagement in Fort Smith on December 18th. This company carries three cars of baggage in addition to their large company of people. Incidentally this engagement at Fort Smith is the only one in Fort Smith.

The Central division and the reporter of this column wishes everybody a Happy and Prosperous New Year.

HUGO, OKLA.

BURL WINN, Reporter

Effective Sunday, December 9th, there was new service in freight trains made on A. & A. sub, trains 736 and 737 now run through to Ardmore and they are due to leave Hugo one hour after their arrival, which means the delay in Hugo has been cut and all carload as well as local merchandise is now ready for early morning delivery at all points on A. & A.

There will be no excuse for the boys not playing old Saint Nick this year, since they get into Hugo around 1 to 4 a. m. and that is just the time the old boy should be moving around.

W. N. Edson was elected president of Frisco club last meeting. Congratulations and we all wish Bill much success for the coming year.

Some folks go fishing and bring home no fish, but M. K. Roberts goes fishing and brings home fish and a few ducks all on the same fishing trip. Is it luck or that a fellow just knows his stuff?

What has become of the qualls? That is one of the greatest questions now in this part of the country. Plenty of good dogs and boys who know how to hunt them, but very few have been able to bring home the quail this year. There are any number of reasons why, and all good reasons, too.

SOUTHERN DIVISION

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Our number of bachelors in the office is fast diminishing; Carl E. Bowen, traveling freight and passenger agent, announced recently his marriage to Miss Audrey Sullivan, which took place last August in Chattanooga, Tenn. Some people can't keep a secret, but these two certainly did. To show there was no ill feeling, the employes of the traffic department presented Mr. and Mrs. Bowen with a 24-piece rock crystal set.

It is now a race between Harry Brown and Fred Cross—we are anxiously watching to see who wins.

It was with much regret we learned of the transfer of D. F. McDonough to Jacksonville, Fla., as general agent. Naturally after an association of over 30 years standing, Mr. McDonough leaves many friends in the traffic department in Birmingham. In addition to the banquet given in his honor by approximately 100 of his Birmingham friends, when he was presented with a beautiful Gladstone traveling bag, together with a memory book containing the following resolution:

"WHEREAS the chances of good fortune, or ill, have brought about the removal of Dan McDonough from Bir-

mingham to a new field in Florida, and we have assembled to bid him farewell and wish him god speed.

"BE IT RESOLVED that each member of this group, comprising a segment of the circle of his friends in the Birmingham district, subscribes hereto in testimony of our high esteem resulting from long association with him.

"The chance of fortune which removes him from among us (and leaves us 'Scot'-free) deprives him and us only of the association; it cannot deprive him of our esteem nor destroy the old warm friendships which must live while we do.

"From our hearts we wish him and his happiness in their new home, with the assurance that wherever they go our affection and best wishes go, too."

The employes of the traffic department and heads of other departments in the Birmingham Terminal, presented Mr. McDonough with a 17-jewel Hamilton wrist watch, as a small indication of their personal esteem for him.

It is with the greatest of pleasure we welcome to our midst J. N. Cornatzer, who has been appointed executive traffic representative, with headquarters at Birmingham. Mr. Cornatzer is no stranger to this district and has many friends who welcome him.

The Women's Traffic Club of Birmingham gave a benefit bridge party for the Crippled Children's Clinic at the Tutwiler Hotel, December 13th. There were approximately 75 tables and a nice sum was realized for these little unfortunates. Several Frisco girls are members of this organization.

Miss Ann Cantwell has returned to her home in Bristol, Va., after a visit with her cousin, the writer.

BIRMINGHAM TERMINALS

NELLIE McGOWEN, Reporter

R. E. Camp, agent, Pratt City, wife and daughter, Mary Angeline, had a delightful week-end December 1st, visiting Mr. Camp's son, Mr. Eason Camp, and other relatives, in Amory, Miss.

Miss Mabel Cunningham, stenographer-clerk in the accounting department, spent Thanksgiving holidays with her father and other relatives in Enid, Okla.

Sympathy is extended to J. R. Cochran, switchman, and family in the death of his daughter, who died on December 7th, after a very long illness.

S. P. Enslin, car foreman at Birmingham, was transferred to Springfield, effective December 1st, as general car foreman. A. M. Dow, of Kansas City, took Mr. Enslin's place at Birmingham.

E. L. Magers, trainmaster, Thayer, Mo., and Mrs. Magers paid us a short visit on November 23rd while passing through Birmingham from a visit with their son in Atlanta. Mr. Magers was formerly superintendent terminals at Birmingham and his many friends in the terminals were delighted to see him, also Mrs. Magers.

Mrs. Walter Dixon, wife of water service man, was a recent visitor to Amory.

D. L. Forsythe, former road foreman of equipment, was visiting with his many friends in the terminal the past week.

Mrs. Fred Kennett, of Mobile, Ala. (formerly Miss Etta Mae Paul), paid us a short visit recently. Mrs. Kennett, as Miss Paul, was employed as timekeeper in the mechanical department for a number of years at East Thomas, and her many friends were delighted to see her again.

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will you be doing one year from today?

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You recognize, of course, we are living in a New Day—the New Deal is a reality! Are you waiting, wondering—just hoping?

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CREATIE SICKLES, Reporter

Glad to report that Wilson Avery Koontz is recovering from a recent appendix operation.

C. M. Scott and family spent Thanksgiving and a few days following visiting relatives at Springfield.

Miss Grayce Blaylock had the misfortune recently to break one of her little toes. Looks now like Grayce will be able to attend a dance Christmas.

Miss Bertha Harris spent Thanksgiving visiting friends in St. Louis.

R. E. Wilcox and wife spent December 16th visiting relatives at Thayer.

David Fuller, of the Yale storeroom, has been transferred to the storeroom at Pensacola.

Butchering seems to be very much in order now, as a number of the storeroom employes have butchered recently.

M. F. Shannahan's mother left a few days ago after an extended visit at Memphis to return to her home in Los Angeles.

Before the next issue of this magazine is received, the greatest holidays of the year will have passed, and we hope each and every employe and family had the best Christmas ever.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

Mrs. W. O. Farris, wife of assistant cashier, spent Thanksgiving Day in Birmingham, seeing the Alabama-Vanderbilt football game.

H. C. Fryar and family enjoyed Thanksgiving Day with his mother in

Mammoth Springs; Mrs. Fryar and H. C., Jr., staying until the following Sunday.

Mr. and Mrs. T. E. Bagwell and young daughter spent November 29 and 30 in Carbon Hill and Townley with relatives.

B. S. Linville, night chief clerk, was off December 5 account a severe cold.

Mrs. W. A. Moore and son, Quannah, family of clerk, were called to Silver City, Miss., December 6, account illness of Mr. Moore's sister; Mr. Moore being unable to go.

J. B. Wright, claim adjuster, was off December 15 and 17 account death of his sister at Booneville, Ark. We extend sympathy in the bereavement of his family.

By the time you receive this issue of the magazine Christmas will be over, but I do wish for all a Very Happy and Prosperous 1935.

ROSEDALE YARDS

LEE WARFORD, Reporter

H. S. Green and wife drove to Ft. Smith, Ark., for a few days vacation. Mr. Green just missed the big snow storm that tied up traffic on 68 highway. They report a good time while away.

Bert Reliford, inspector at Rosedale, is the proud owner of a new Chevrolet sedan. If Bert gets the pleasure of the new car that he got out of the old one, he has many happy miles ahead of him.

Henry Butler, oiler at 19th Street yards, came to Rosedale for two weeks, packing boxes in the Rosedale train yards.

Roy Watts and family recently

moved back to Kansas.

Rassie Braden and family recently drove to Thayer, Mo., for a week's vacation visiting Rassie's friends and relatives.

Rassie has taken a new job in the 19th Street Yards that was vacated by Theo. Kiser.

Joe Enslin is now the new rip track foreman filling the vacancy made by Mr. Dow. Theo. Kiser is taking Joe's place.

After several years working extra, Clay Woodward now has a regular job in the train yards.

Clifford Hackleman is now working as oiler at Rosedale packing boxes. This is a new job recently put on.

Paul V. Dean, inspector at Rosedale, has been nursing a couple of boils for the past two weeks.

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