

THE FRISCO EMPLOYEES' MAGAZINE



Volume VIII
No. VI

MARCH

1931

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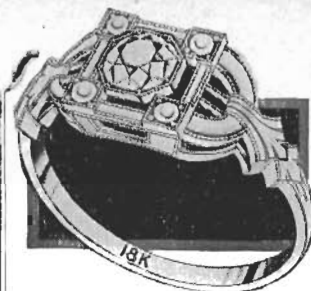
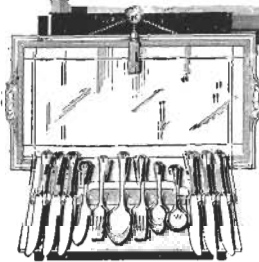
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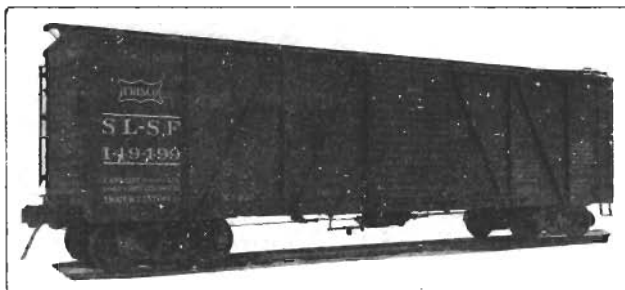
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THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 25,000 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 drawing 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.

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The KELLOGG GROUP

HE WELCOMED FRISCO LINES IN 1903

ON a high cliff just outside the little town of Pawnee, Okla., is the ranch of Major Gordon W. Lillie, better known as "Pawnee Bill." Below the house are the tracks of the Frisco railroad and daily trains run through the town and on into Enid, Okla.

"Pawnee Bill" is not only one of the most colorful figures of the west, but is one of the most famous characters in Oklahoma's history. One could not write the history of Oklahoma—the history of the west or the history of the Frisco Railroad's advent into that virgin territory, without bringing conspicuously into the picture this rugged pioneer who knew Oklahoma when a wagon wheel had never so much as broken its sod.

He came to Pawnee in 1879, and was commissioned to lead the boomers into the Oklahoma territory. He has seen the country grow and the railroads join town after town. He has seen the highways connect city after city, and since the arrival of the first Frisco train he has been one of the most staunch friends the Frisco has had in Oklahoma.

"Pawnee Bill" has been zealous for the advancement of his Oklahoma, and it was he who took the lead in preparations for the arrival and fitting tribute to be paid the first little Frisco train which steamed into Pawnee in 1903. People came for miles in covered wagons, hacks, buggies, on horseback, and the welcome which these Oklahomans gave the little train was expressed with six shooters and lusty cheers which drowned out the puffing and snorting of the little six-wheel diamond-stacked locomotive.

Indians stood around wrapped in gaily colored blankets. Cowboys sat astride their nervous mounts, gazing in wonder at this new form of transportation—this train which was soon to replace the old stage coach and link town to town, city to city.

And after the train had left there was a big free show, with roping of steers, fancy and trick riding by the cowboys and last but not least, "free ice water." In fact, according to "Pawnee Bill", the advertisement that ice water would be served was responsible for hundreds of people who gathered in the town that day.

But today ice water is not a luxury and trains come and go and have taken their place in the daily routine of the town. Drug stores, modern hotels and automobiles have made Pawnee, Okla., like any other modern town in the Frisco's Oklahoma terri-

Major Gordon Lillie, Better Known as "Pawnee Bill" Recalls Olden Days of Oklahoma

tory, and while the Indians in gaily colored blankets may be found on the streets there today, they have departed in many ways from the customs of early days. The gaily colored blankets of the women are thrown over modern gingham housedresses. The Indian men, with their hair



This picture of Major Lillie ("Pawnee Bill") was taken in 1908 at the time he signed up with the famous "Buffalo Bill" to combine their two Wild West shows. Thousands of Frisco employees will remember him as he looked in those days.

braided and long, tuck the braids under a blue serge suit coat. No town located on a railroad can fail to absorb modern day customs, yet "Pawnee Bill" has kept alive much that was of interest from the pioneer days.

There are few people today who have not at some time or another sat in wrapt interest at one of "Pawnee Bill's" wild west shows, for it was through his show that he became known to thousands of Americans.

"Pawnee Bill's" first manual labor was on the Santa Fe building a spur to Honeywell, Kans., as a feeder line for the cattle business. Word was sent out that cattle would be hauled to the markets from that point, and by the time the road was built between 150,000 and 200,000 head of cattle had

been accumulated at that point. Some of them had come from Old Mexico and Texas.

But the work was too hard on this lad of 17, and while he was beginning his railroad career his father sent him a message that he had been appointed the Indian Agent at Pawnee, Okla. A school had been built for the Indians there, and so he accepted his new appointment. The government wished to keep the children away from their Indian environment as much as possible and so they ate and slept at the school, only returning home at the week-end.

"Pawnee Bill" was not familiar with the Indian language, but he carried a notebook and pencil with him and would ask the English-speaking Indians the Indian word for various terms which would be beneficial to him in his school work, and mastered the Pawnee language in six months.

In 1882 Buffalo Bill, also famous in early pioneer history, sent to Pawnee for some Pawnee Indians, but the government refused to let them leave their reservation without consent. It was necessary to send a runner to Arkansas City and send a message to Washington for this permission and wait for a reply. While this agent of Buffalo Bill's waited for the answer, he became well acquainted with "Pawnee Bill" and told him of the wonders of the eastern cities—the sights which one might see in New York City, the different customs of the eastern people, and "Pawnee Bill" made up his mind that he would see the world.

He wanted to travel with Buffalo Bill, and asked the agent to try to induce this western character to engage him to travel with his show. In 1883 Buffalo Bill wrote for "Pawnee Bill" to join the show and bring with him forty Pawnee Indians, and that was the first wild west show ever staged. The previous shows which Buffalo Bill had given were held in opera houses, and while they had the western atmosphere, they were designated as "hall shows." He finished the season with the show and then returned to Pawnee where he and his brother had a herd of cattle and "Pawnee Bill" took charge of the herd.

All pioneer Oklahomans will remember the winter of 1884. A snow of six or eight inches fell, and this was followed by a sleet storm, with another snow on top. It made it impossible for the cattle to find grazing land, and "Pawnee Bill" says that they

died like ants. He sold his chance of their survival to a rancher for a few hundred dollars, and in the spring of the year found him with an invitation to put on a wild west show for the Wichita Fair Association, and for like associations at Peabody, Newton and Hutchison. At the end of the season he had cleared around \$650.00.

In the meantime "Pawnee Bill" had married and he and Mrs. Lillie were visiting her parents in Philadelphia when he was approached there to put on a show. The show started again and traveled throughout the country, from Wichita, Kan., to Easton, Md., but it was a failure as far as finances were concerned and the last day of the show found the stock seized for small debts and the performers unable to get money for transportation home. A subscription was taken up to see the show out of town and back to their homes in the west.

Then "Pawnee Bill," wearing a threadbare suit, wondered just what to do next. The thought of factory and office work was appalling. He longed for the big open spaces of the west—his horse and his Oklahoma friends.

While he was debating his next move, a wire came from the Board of Trade of Wichita, Kansas, asking if he would assist in leading the boomers into the Oklahoma Territory. Through a friend he borrowed money for the train and stage coach ride back to Wichita. He rode into the town and glancing out of the car window he saw hundreds of people at the train.

"What's all the crowd here for?" he asked a fellow passenger.

"They're going to open Oklahoma to the settlers and I hear that they've sent for 'Pawnee Bill.' He's to arrive today and lead them in. I guess he's on this train," the man replied.

And before long "Pawnee Bill" was led to a landau, and preceded by the brass band, was escorted to his hotel.

He organized a colony of 3,200 people and this colony moved to Caldwell, Kan. There they were confronted by the Fifth Cavalry who would not allow them to go across the border, so they camped there on the fairgrounds. A wire from the president of the Board of Trade of Wichita told "Pawnee Bill" not to make any demonstrations, but to wait, that the Oklahoma Bill opening Oklahoma as a settlement had passed the House and they were rushing it to the Senate, and when it was passed by the

Senate the territory would be opened legally.

Edna Ferber's picture, "Cimmaron," popular throughout the country at this time, tells the story of that grand rush into Oklahoma for homesites. "Pawnee Bill" went into the territory from Caldwell, Kan. "You cannot imagine the various kinds of vehicles—people that went into that new settlement," he said. "There were hay racks and covered wagons and buggies and surries, pulled by six-horse teams, two-horse teams, mules—and in front of them all were the boys on



And here's "Pawnee Bill" as he is today with his favorite horse. A few of the "Old Town" buildings appear in the background.

horseback. Obviously they would reach their place first and many of them had already located their claims, through previous prospecting and were on their way to take possession of them. At exactly 12:00 o'clock, noon, on April 22, 1889, the gun was fired, giving these settlers the right to enter the new territory. I shall never forget the sight. I did not want to establish a claim, because these pioneers had to live there six years to establish ownership, and I had the 'show fever' and knew that I wanted to go on with my wild west show. But my brother and uncle both established a home.

"There was much confusion. The settlers did not know the way the sections ran, and while the corners were marked with huge stones, in the chaos which followed, the boundary lines became mixed. There were quarrels and killings over boundary lines, and some of those pioneers would dig up the rocks and throw them away and lay claim to sections which were not theirs. The 'sooners'—those men who had cheated and gone on into the land before the appointed time, got many of the good sections and many of them established their rights through lack of witnesses who saw them enter. In

one or two instances, when the real settlers reached the land, some of those who had cheated had their baselements dug about six or eight feet.

"I remember I came out of the territory on the first stage coach. It had stopped at Kingfisher for supplies, passengers and to rest the horses and when they started again, they found one of the horses dead. In a quarrel between the driver and old 'Cannon Ball' Green over the dead horse, the driver quit and I rode out on the first stage coach with 'Cannon Ball' Green driving the horses."

"Pawnee Bill" returned east and started his Wild West show again and it was during this time that he established a contact with the Frisco railroad which caused him to number its officials among his best friends. The show carried around 650 people, besides the stock, tents, wigwams, wagons, etc., and oftentimes it would require about seven trains to haul it from one point to another. Much of it was handled on the Frisco, and "Pawnee Bill" recalls the excellent service which was given him. And from that start, the show was a success, both financially and otherwise. Besides touring the entire

United States many times, the show played nine months in Holland, Belgium and France. In 1908 "Pawnee Bill" joined forces with Buffalo Bill and the big combined Buffalo Bill-Pawnee Bill show was an attraction which will long be remembered.

But "Pawnee Bill" always maintained Pawnee, Okla., as his headquarters. He secured the land which is now known as his ranch through government permission. It was formerly the reservation of Chief Bluehawk, and the government transferred Bluehawk's reservation to another point, with the full permission of this fine old Chief.

While the "Pawnee Bill" show is now a memory—"Pawnee Bill" is determined to keep alive much of that pioneer Oklahoma atmosphere. He has a large herd of buffalo on his ranch, and breeds them and at this time has a fine lot of buffalo calves which he sometimes sells to shows. And a short way from his home is "Old Town" in which "Pawnee Bill" is entirely wrapped up at this time.

Here he has built a replica of an old trading post. Tourists may buy beaded moccasins, beads, peace pipes, Indian goods of all kinds. The walls are appropriately decorated in old

(Now turn to Page 27, please)

AGRICULTURAL OUTLOOK IS PROMISING

THE extreme drouth which affected the farms over the entire Frisco system in the summer of 1930, has failed to dampen the spirit of the farmer, according to W. L. English, supervisor of agriculture for the Frisco. Mr. English reports that there is more work done in preparation for the 1931 season's crop over the entire Frisco territory than there has ever been before. It is not an unfamiliar sight to see farmers taking advantage of the mild days to do their spring plowing in the nine-state territory traversed by the Frisco, and while it has been very dry, there has been enough moisture to permit this preparatory work.

Rain is needed in practically every state, but with spring approaching and with it the usual early spring rains, the crop situation presents a favorable outlook. March is a serious month for the wheat crop, but in Kansas and Oklahoma there is still sixty days before there will be any concern about lack of soil moisture.

"We have every right to expect a rainy season," Mr. English said, "particularly so since we have had such a long drouth. The rainfall has been less than average all over the middle-west."

The acreage of wheat in Oklahoma and Kansas is as great as it was in 1930 with a small reduction in Missouri acreage. The wheat territory has had the advantage of light rains all fall and winter and some snow. It is dry enough to cause concern only in a few spots. Mr. English advises that generally speaking, it is up to or above average condition at this time of the year, and prospects are for as big or a little larger crop than last year.

The shortage of feed has been largely relieved by wheat pasture in an open winter, enabling the farmers to get by with their livestock. There is quite a material increase noted in the sowing of oats for early spring feed and also an increase in corn acreage.

Owing to the enormous carry-over of cotton and the low prices obtained, the cotton acreage has been reduced to a small per cent. Indications are that the biggest reductions will be in Oklahoma, Texas and Arkansas. These reductions are not noticed east of the river. The farmers, however, are planting other crops to take the place of their cotton acreage. Most of the substituted crops are feed crops, greatly needed because of the

W. L. English Tells of 1931 Crop Possibilities in Frisco Territory



W. L. ENGLISH
Supervisor of Agriculture

unusual shortage of grain and roughage at present. With a favorable summer season, there should be an ample feed supply grown locally to take care of all needs. This is probably the first time in the history of our country that this condition has prevailed in the cotton belt, or where cotton is strictly a commercial crop.

Part of the cotton acreage is being replaced with truck crops. There will be an increase in the Irish potato acreage, and a large increase in the acreage of radishes, beans, cabbage, cantaloupes, watermelons, spinach and like crops.

At the present time there are some well developed buds on the fruit trees and they are in excellent condition. The prospects for a normal crop are good. There are many splendid grape vineyards along Frisco Lines and Mr. English reports that the grapes are in excellent condition and work is being done now on the pruning in preparation for the coming year. Good weather has helped all work in the orchards which are farther advanced at this date than in any previous years.

The drouth of 1930 destroyed many

of the old beds of strawberries and while the prospects are that we will have a slightly smaller reduction in acreage, the beds that are alive are in excellent condition. The largest crop

of strawberries are expected from the districts around Monett, Mo., Sarcoxie, Mo., and Farmington, Ark. The crop of last year brought excellent prices, and were of unusually good quality.

In spite of many discouraging conditions, and a reduction in the number of dairy cows being milked, there has been an increase in the butter output. Low prices have forced better care in the elimination of the milking of unprofitable cows. A noticeable difference has been recorded in the care taken of the herds, which includes better feeding, with the result that we are getting more butter and have had a steady increase in this movement, which comes from the Ozark territory. Condenseries, located at Mt. Vernon, Neosho, Rogers and Springfield, are handling the milk.

There has been some intensive work done in the culling of poultry flocks during the last fall and winter, and only the producers have been kept. The warm weather has been an incentive to egg production, and at this writing the price of eggs is the lowest in many years. More care has been given the feeding rations, improved buildings have been erected for the flocks, and as a result, the production has been kept up to normal.

There has also been more consideration given to improving the conditions of turkeys in the turkey district in Texas, than to increasing the output. Low prices have prevailed due to conditions under which the turkeys are raised, but a decided improvement has been made in the breeding houses and in the feeding—two important essentials. There is a bright prospect for the turkey business in Texas next season. The movement of turkeys from Texas during the Christmas season of 1930 was excellent and the prices better than for the turkeys placed on the Thanksgiving market.

Due to the increased acreage, there is an excellent prospect in store for canned goods. The acreage of fruits and vegetables for canning purposes is up to normal, and an increase reported in acreage production. Practically all of the tomatoes come from the Ozarks in Arkansas and Missouri and Mr. English advises that they are expecting a good increase in the green wrapped business.

TULSA TRIBUNE CHAMPIONS RAILROADS

The editorial which appears below, entitled "The Parasite Busses," was taken from the Tulsa Tribune of Sunday, February 1st.

Regulation of Highways Urged by Leading Oklahoma Paper

NOTWITHSTANDING the fact that railroads are facing economic problems, due to the rapid development of the freight and passenger bus business, the railroads of the country are engaged in an expansion program which their earnings at this time do not warrant. This they are doing because there is need of expansion in all business enterprises if we are to restore the elusive prosperity.

But there is no such business promotion program planned by the bus operators.

Already the railroads are asking for the right to reduce their traffic rates that they may compete with the bus business. This should be granted. A few major railroads are planning to operate on a first and second-class fare, charging less for coach accommodation than for Pullman. This plan should maintain.

So long as the railroads are subjected to definite state and inter-state regulation, the bus and truck business should be subjected to the same rigid regulations.

The railroads at least stand on their own economic feet. The bus and truck business is a parasite business. It does not stand on its own economic feet.

The railroads are compelled to buy their right of way. They have to pay for every inch of ground over which they travel. They have to cut through the hills and fill the low lands, bridge the streams they cross and maintain culverts that will prevent damage by flood. Do the busses do any of this? Not one bit of it. They calmly let the public pay their road bill. They are a parasite business.

The bus and truck business in the last ten years has increased something like 870%. In these ten years the railroad business has decreased.

The railroads pay eighty-four times as much tax into the public treasury as the busses pay. The railroads maintain wages and plan expansion to absorb what they can of the unemployed labor, while the busses in many instances have used this situation to lower wages.

In addition to all of this, the busses endanger traffic on the highway. Busses are constantly getting healthier, they are growing bigger, longer and wider. In other words, they are continually taking up more

"—That the railroads are entering into an extensive building program to help restore the elusive prosperity, notwithstanding the fact that they are facing serious economic problems;

"—That the time has come when the government should compel the bus business to do exactly what the railroads have had to do—buy their own right of way, build their own road beds and maintain them;

"—That when we get to dealing with fairness to the railroads, the railroads will return their locals and there will be little need for the bus;

"—That rail transportation is going to serve the public needs for a long time to come and we are not ready to allow the railroads to become streaks of rust;

"—That the railroads are probably the largest single agency for employment of labor, and the bus and truck business cannot absorb railroad labor without so completely monopolizing the public highways, that the individual auto driver will be run off—"

These and other salient points are forcibly brought out in the accompanying editorial, which states in a most comprehensive manner the case of railroads against unfair competition by other forms of transportation.

space on the highway. This condition makes the highway to the average auto driver constantly a greater hazard.

It would be just as logical for individuals to operate motor cars on the railroads as for the public to continue to operate autos on a highway that the bus and truck traffic more and more seeks to monopolize.

Perhaps, as bus and truck builders and operators tell us, the railroad is out of date. Perhaps it is to go the road of the stage coach. Perhaps our railroad lines are to become streaks of rust. But if it is to come to that it means there will be so much bus and truck traffic, that the highways will practically be turned over to these parasitic operators.

Already freight trucks are operating in trains. The one trailer is common, the two trailer is not uncommon and the three trailer is already introduced.

The way to solve this problem is to order all cars that carry freight or passenger for fee to be denied the use of public highways. This can be done both by state legislation and federal law.

The time has come when the government should compel the bus business to do exactly what the railroads have had to do—buy their own right of way, build their own road beds and maintain them.

Until this is done, a license fee should be put upon every common carrier bus and truck that will equalize road maintenance with the cost maintained by the railroads. That is asking no more than we demand of the railroads. And we have no right to ask the railroads to pay the taxes they now pay, when we permit a less taxed competitor to enter the field on an unfair basis.

Massachusetts is already leading the way. Massachusetts now collects more than \$2,000,000 a year from its busses and trucks.

Naturally busses can charge less per mile and trucks can establish a lower freight rate when they have no road building to do and no road maintenance to meet. If we are going to give the busses and the freight and express trucks the advantages which they now enjoy, we should, so long as railroads are needed, maintain the cost of their road bed building, track laying and track maintenance. We should give it to them. That would be only fair because that is exactly what we are giving to the common carrier busses and trucks.

When we get to this basis of dealing with fairness to the railroads, the railroads will return their locals and there will be little need of the bus.

A railroad coach is a more comfortable vehicle to ride in, any time, than a bus with its narrow seat, narrow aisle and low ceiling.

When we treat our transportation agencies equally and with fairness, the railroads will come to motor-driven coaches and there is no reason why one every hour shouldn't leave Tulsa for all the stops between here and Springfield, Missouri. And every hour the same system of individual motor-driven coaches operated between Springfield and St. Louis. And so ad infinitum on all lines all over the rail network of the country. All these lines could carry local passengers for a fee no larger than that which the busses now charge for a thoroughly uncomfortable and inadequate service.

(Now turn to Page 27, please)

CONDUCTOR'S GENIALITY GETS TRAFFIC

THE Frisco's Kansas City-Florida Special was ready to pull out of the Union Station at Kansas City and L. W. Worthington, Pullman conductor, was about to step on the train when he noticed a woman rushing toward him, waving frantically.

He hurried to meet her and, as he took her bag, she asked breathlessly, "Is this the Frisco's Florida Special?"

"Why, yes," he replied, "where are you going?"

"I want to go to Pensacola and I just got here. I haven't my ticket or reservation, and I want to make a connection at Amory," she told him.

"Now, don't worry about all that. Let me take care of it," he said. "That's my business. You get right on the train. We're leaving now and we'll arrange everything when you get your breath."

Within the space of a few minutes he had her located in a comfortable section and had the necessary information so that he could wire for her reservation at Amory.

"I can't tell you how I appreciate this service," she said. "It is sometimes difficult to travel alone and it is certainly a relief to unload the responsibility on someone who is so able to take it all."

When Mr. Worthington steps aboard his train, he not only assumes responsibility for each and every one of his patrons, but he treats them as if they were guests in his home. This fact is vouched for by hundreds of his "regulars," who call up at the passenger office in Kansas City, advising that they want to make a trip on the Kansas City-Florida Special, but they would like to catch it on one of Mr. Worthington's runs.

The letter "S" begins only two words for him. One is "Service," and the other is "Smile." His smile is a contagious one and he uses it effectively as an entree to conversations

Unfailing Courtesy Has Given L. W. Worthington of Pullman Company a Wide Following

with his passengers and without fail he manages to arouse a splendid feeling among his patrons toward the road over which they are traveling.

The Kansas City Star of September 25, 1926, carried a feature story of Mr. Worthington's excellent care of 114 Florida refugees who traveled on his train from Birmingham to Kansas

was taking care of them. There were a number of mothers with small babies among the group, and Mr. J. R. McGregor furnished us with a case of certified milk. We managed to get them all to Kansas City and fed and cared for them as best we could.

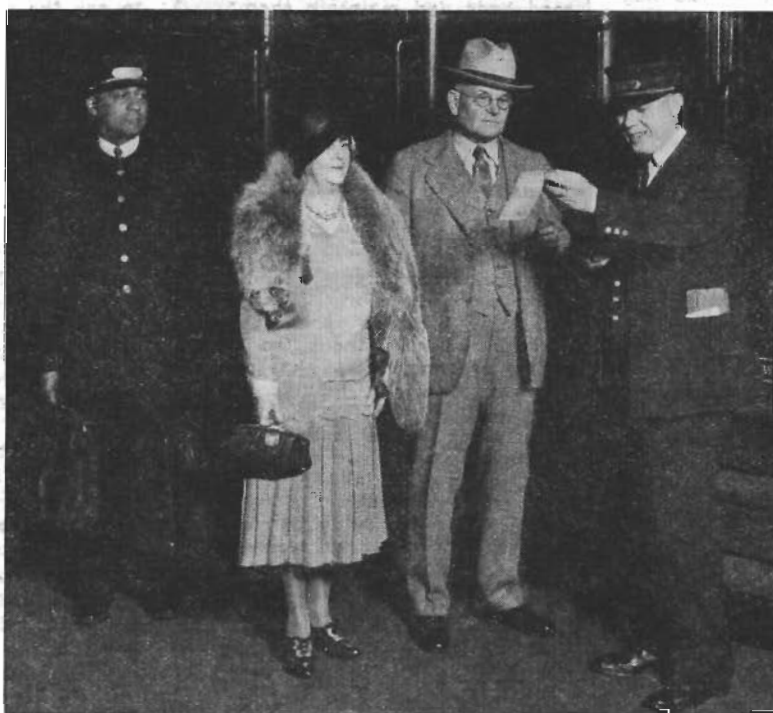
When we got off the train, they followed me to the passenger agent's office. There they sat down their belongings and as soon as I had turned in my reports, I took them over to the Travelers' Aid and saw that they were all cared for. They were most grateful to the Frisco for the care and attention received."

But in groups or singly, Mr. Worthington has a way of making friends for both himself and the Frisco in his daily contacts. He tells of an old Italian woman who got into a Pullman by mistake. She could not speak English and Mr. Worthington could not speak Italian. However, she had the address of her son in Kansas City with her. Mr. Worthington knew he could not make her understand about the extra charge for Pullman car space and so he made her comfortable and sent a wire at the next station to E. G. Baker, assistant general freight and passenger agent, asking him to get in touch with the son, request the deposit of necessary Pullman fare and to have the son meet his mother on the arrival of the train. This was done, and the Italian

woman was very grateful for the attention given her. She conveyed her appreciation to Mr. Worthington through her son. As a result of courtesies extended to her, Mr. Worthington now takes the entire family on the Kansas City-Florida Special with him twice a year and they always arrange the trip so that they may ride with him.

"Theres' a fine old gentleman on here tonight, a retired bishop, who

(Now turn to Page 26, please)



L. W. Worthington, Pullman conductor, trains 105-106, greets Mr. Luther Creason, president of the Creason-Grayson Lumber Company, and Mrs. Creason, of Kansas City, Mo., with his usual pleasant smile, as he inspects their tickets. They were patrons on his train January 28, enroute to West Palm Beach, Fla. W. Richardson, the porter, has been with Mr. Worthington on his runs for some time.

City.

"Those refugees certainly were a pitiful sight," he said. "Their belongings—what they had managed to save—were carried in pillow cases and sheets. They were a most destitute group. Some of them were provided with lunches, but I went into the coaches and found the ones who were without food and the dining car steward, Paul Morris, gave them a hot dinner. They seemed to feel that I

BUSINESS WILL GROW WITH CHARACTER

WE have had predictions regarding business by many men, from the banker down. The statistician has worked up figures and has shown charts in reference to future business. Even the astrologists have prognosticated as to the future.

To my way of thinking the real facts are that business is going on and that 1931 will be better than 1930.

What can be done to help? It would seem to me that the government and the men responsible who compose the legislature, could bring better conditions for the farmer. Such of the farmers as I have come in contact with say they do not need seed and such help in order to carry on; but they point out that what is necessary is a reduction of taxes and assessments on the land, thus enabling them to raise food and such extra produce as they may be able to sell, so as to enable them to buy other necessities. I am told there are many farms even where hard work is put into raising crops, where not sufficient revenue can be produced to pay the taxes. Would it not, therefore, be well to consider lowering the taxes?

Then, let's not try to be quite so "economic," as the saying is. Let us drop the word for a while and think more in terms of human beings than in terms of figures and graphs. To illustrate, it is claimed to be economic to build a gasoline pipeline. Is it? If no gasoline, or crude oil for that matter, were transported by pipeline, then look at the following picture:

The iron ore is mined by one class of men. It is then transported to furnaces. Workmen in the mill convert it into sheets. Car manufacturers build it into tank cars and engineers and trainmen employed by the railroads see that these cars are moved back and forth, creating freight charges for the railroads that enable

National Refining President Urges More Attention to "Human Equation"

By FRANK B. FRETTER



Frank B. Fretter, President of the National Refining Company, is one of the best seasoned heads in the refining industry from the point of view of a great many years' experience, success and other qualities that bring ripe judgment. He sets forth his views on current conditions, for men in all industries, in the accompanying article.

He believes that the dog-eat-dog kind of competition between industries, and between companies in an industry, has destroyed markets and has endangered public confidence in business.

Let's take it a bit slower, he suggests. Let's accept that each of us cannot get all the business. Let's recognize that the deciding factor in industry is still public opinion and that a business cannot be directed entirely by graphs, and statistics and "economics".

The accompanying story is reprinted from a recent issue of the National Petroleum News.

them to pay for the services of their employes and, last but not least, dividends to their stockholders.

For the oil industry, this means

persons profitably employed who can buy gasoline, for the clothing industry those who can buy clothes, and so on. When the railroads keep their employes busy, business is generally good.

I don't want to belittle the wonderful mechanical development of the world, nor what has been done in improving living conditions; but at the same time, in these days of depression, I cannot help wondering if we may not be moving too fast. I wonder if our speed isn't so great that the shock from its impact as it careens down the Road of Progress may not be unnecessarily severe, both to mankind and to business.

We want the cheapest possible way to transport gasoline. Yes, but we want customers for that gasoline and they must have money with which to buy gasoline, if the oil industry is to enjoy a good business.

Away back in the Dark Ages, someone developed the motto, "Live and Let Live." To a very large extent, it is nearly forgotten today.

In business, depending upon the size of its bankroll or its ability to borrow money, the manager of a corporation feels that it rests upon him to secure ALL the business, no matter at what price, with a view to eliminating entirely his competitor.

This has been tried over a period of many years in the past. Precedents have been established which should convince any executive it is impossible to occupy the position of "survival of the fittest." If it should come about, the one who survives will be short-lived.

Business will be divided up to the extent of sales work, ability and quality of goods, and decency and fairness in marketing prices, and when we develop a character of this kind in business, there will be more business, business ventures will be more profitable and

(Now turn to Page 27, please)

NEWS of the FRISCO CLUBS

Ladies' Auxiliary, Joplin, Mo.

Twenty members of the Ladies' Auxiliary to the Frisco Employees' Club of Joplin, Mo., assembled in the club rooms on January 15 for installation of the following newly elected officers: Mrs. H. B. Wilson, president; Mrs. P. Carrithers, vice-president, and Mrs. W. E. Spindler, secretary-treasurer.

This Auxillary gave a bridge party in December from which it realized \$22.35. This sum was used to buy groceries and to pack baskets for needy families. A report on the distribution of these supplies was made in this session.

Following the business meeting, the ladies were joined by their husbands and a radio program was enjoyed. Refreshments were served later in the evening.

St. Louis Terminals

The meeting of the St. Louis Terminals Frisco Employees' Club, held January 29, the club's first session in its new club room on the second floor of the Tower Grove station, drew an attendance of approximately seventy-five, which included a splendid representation from Lindenwood and the following visitors: L. E. Martin, assistant to president; C. C. Kratky, and J. P. Lyons, George Malone and F. W. Dunard of the traffic department.

Following disposal of routine business in this meeting, which was conceded by club officers to be one of the most enthusiastic they have had, Mr. Kratky and Mr. Martin were called upon for talks. Both congratulated the club upon its work and assured members of their desire to help in any way within their power. Subsequent to the talks, the meeting was given over to a general discussion which was participated in by a majority of those in attendance. During the course of the discussion the officials present assisted by explaining matters of technical nature which came up.

A report on solicitation disclosed that business had been secured by each of the following: Fred Walker, switchman; Wm. O'Toole, Mr. Catlin, John Schnorr, and John Daniels.

The club's new meeting room, which will probably be a very effective influence in bringing out attendance at meetings, is a large second-floor room,

furnished with chairs and benches, which will seat approximately a hundred persons. The enterprising members and officers have decorated its walls with numerous pictures, which include views on Frisco Lines and a number of photographs taken at picnics and other club affairs. On the wall back of the presiding officer's desk is a huge Frisco emblem. Offices across the hall serve as coat rooms while meetings are in progress.

Pensacola, Fla.

The meeting of the Pensacola Frisco Employees' Club, held February 2 and attended by thirteen members, was devoted chiefly to discussing communications received by the club and other routine business.

TICKET YOUR AUTO!

Employees interested in solicitation have recently been provided with another desirable service to offer patrons in the provision, effective from December 15, for transportation of passengers' automobiles on first class tickets. The tariff authorizing this provides that a patron after buying two first-class tickets may purchase three additional tickets of the same class and be entitled to take his automobile with him. The tickets may be either one way or round-trip. Passengers in excess of two must be provided with additional transportation. The arrangement is available to Frisco patrons at Kansas City, St. Louis, Memphis, Tulsa, Oklahoma City, Joplin, Springfield and Wichita, and cars may be shipped from these points to any destination in Florida, the Mississippi Gulf Coast and New Orleans and from St. Louis and Kansas City they may be shipped to any destination in Texas. Cars are handled in fast freight trains and may be shipped as early as seven days in advance of passengers' departure.

The traffic department urges that employees bring this new convenience to the attention of prospective passengers. It is pointed out that this is not only a more economical arrangement than driving because of the wear and tear on the car and tires, but it relieves the patron entirely of the nerve-strain which results from many hours spent at the steering wheel of a car. More detailed information on this service may be obtained from traffic representatives.

Among the communications discussed was one from Uncle Charlie Baltzell of St. Louis, in which he gave information on tours to Pensacola for boys which he is planning for next summer. It was decided in this session that membership cards should be given free to employees temporarily out of service until they are back on the payroll and that these employees should be urged to attend all business meetings and entertainments of the club. Following this, there was a general discussion of solicitation in which useful information was given by Howard Humphreys, W. H. Crow, and C. W. Miller. It was agreed that L. L. Bangert, a member of the club who had recently been transferred to Springfield, should be sent an honorary membership card and the secretary was instructed to write him expressing the club's appreciation of the interest he took while residing in Pensacola. The next meeting was set for March 2.

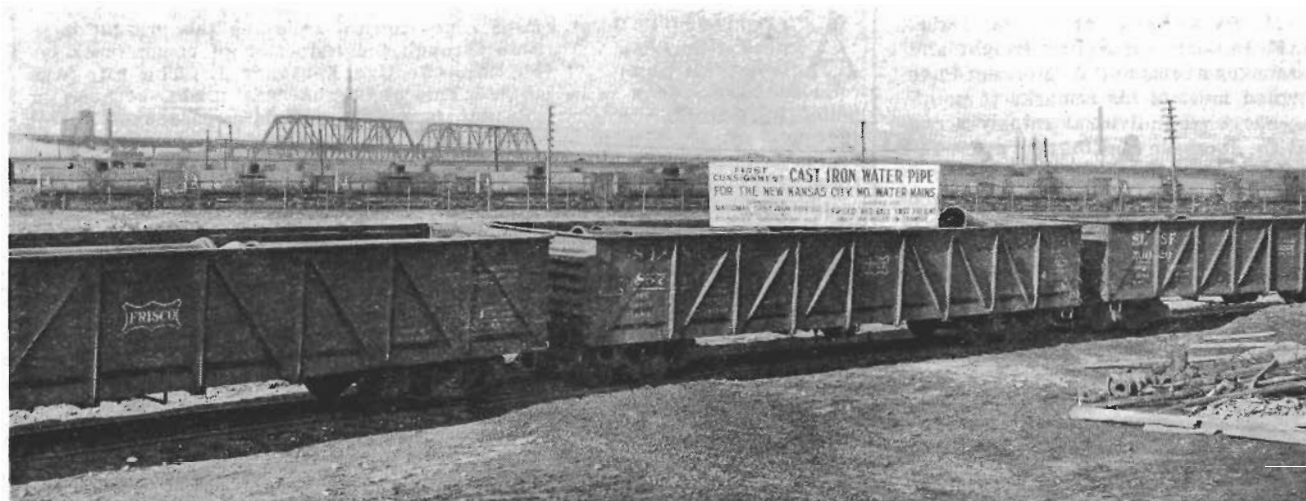
Fort Worth, Tex.

The meeting of the Fort Worth Frisco Employees' Club, held February 4, was attended by 32 members and was opened by the reading of several letters from members, unable to be present, who wished the session success. Among those read, were letters from G. W. Henderson, brakeman; W. H. Moore, conductor, and G. H. Murray, cashier at Dublin. A letter was also read from W. O. Moore, a former president of the club, who now resides in St. Louis.

A vote of appreciation was given in this meeting to G. S. Hatheway for having a letter which was written about fifty years ago, published in a local newspaper. The letter was written by a Mr. Wicker, a banker in New York City, to the late Capt. B. B. Paddock, at that time connected with the F. W. & R. G. Railroad, and thanked the Captain for some venison, which had doubtless been slain on the F. W. & R. G.

J. P. Casey, chairman of the executive committee, read the proposed club by-laws and with a few exceptions they were adopted as written by the meeting. The matter of organizing a club baseball team was brought up and it was decided that president should circularize the membership for opinions. E. H. Jordan made a brief talk in which he told of the celebrities

From Birmingham to Kansas City In 48 Hours—Frisco All The Way



Forty-eight hours service from Birmingham to Kansas City is the remarkable record made by Frisco Lines on six cars of pipe consigned to the city of Kansas City, Mo., last month. The city government wanted the pipe Monday morning, February 9, in order that it would be available for the 2,000 workmen called to assist in relieving Kansas City's unemployment problem. The pipe left Birmingham at 6:00 p. m. February 6, and arrived in Kansas City on No. 36 at 1:00 a. m. Monday morning, February 9. The six-car shipment was the first of a total of 150 cars of pipe coming to Kansas City to be used in a water main project. Frisco Lines has been assured a part of the haul on all of the future cars.

who have chosen Frisco Lines recently. Among them were Harry Sinclair, president of the Sinclair Oil Company, and a party of six who traveled from Fort Worth to Tulsa; Dr. Strayer of Columbia University, New York, one of the country's foremost educators; Admiral Richard Byrd, the explorer, and a party of six; party of seven executives of the Amerada Oil Company, and six executives of the Tidal Oil Company.

A report on solicitation disclosed that the following had secured results from their efforts during the period from January 1 to February 4: J. H. Richards, R. D. Ward, and Pauline McMahan, of the accounting department; W. S. Hutchison, auditor; Jas. Grace, Sr., trainmaster; D. O. Etter, of the freight depot; W. G. Cook, of the claim department; J. R. Ferguson, locomotive inspector; Fred Perkins, V. P. & G. S.'s office; Leda Belle Durrett, claim department; Jas. Grace, Jr., V. P. & G. S.'s office; Helen Horrell, traffic department, and H. L. McHaffey, W. R. Edwards, and C. B. Stewart, of the accounting department.

Refreshments which were provided by the members of the accounting department as a special treat to the club were served at the conclusion of the session.

Memphis, Tenn.

The meeting of the Greater Traffic Committee of the Memphis Frisco Employees' Club, held February 11, in the local freight office, was attended

by twenty-five members and was devoted to a discussion of solicitation which disclosed that the club's efforts along that line had been quite effective.

According to reports made in that session, business, tips, or both, had been secured by each of the following: H. D. Robertson, route clerk; S. L. Oliver; W. F. Corkery, chairman of the Greater Traffic Committee; J. T. Carrigan, bill clerk; P. W. Ramsey, team track clerk; B. C. Johnson, rate clerk; J. F. Wright, chief bill clerk; F. T. Stround, utility clerk; J. L. Fazzi, inbound delivery clerk; D. E. Creeden, disposition clerk; L. P. Cochran, storekeeper at Yale; E. M. Grisson, check and receiving clerk; Gordon Robertson, cashier; J. L. Meador, boiler inspector; L. H. Davis, yard clerk; W. W. Humphrey, switch clerk; N. R. Walker, check and receiving clerk; Mrs. Lelia Lenihan, stenographer; H. S. Crothers, expense clerk; A. E. Elliott, warehouse foreman; T. E. Bagwell, rate clerk; T. E. Bryant, yard clerk; G. R. Humphrey, station accountant; J. L. Edwards, cashier's clerk; E. C. Libla, receiving clerk; H. A. Markham, interchange clerk; W. Y. Billings, expense clerk; Cecil Vaughn, miscellaneous clerk; J. A. Ladd, uncollected clerk; B. C. Scruggs, assistant cashier, and Clarence Maupin, carload bill clerk. Corkery called the attention of the meeting to the two cent rate, which went into effect February 1 and to the

new tariff under which two passengers with five tickets may take their automobile with them. The next meeting was set for the second Wednesday in March.

Willow Springs, Mo.

The Frisco Employees' Club of Willow Springs, Mo., met February 10 and elected officers for the ensuing year. Sam Preston, was elected president and Eugene Loven, vice-president. O. A. McDill was re-elected secretary. The meeting was fairly well attended. Discussion in this session was given over to bus and truck competition and bettering local business conditions. The next meeting was set for March 10.

Sapulpa, Okla.

Approximately 200 members of the Sapulpa Frisco Employees' Club and a large number of visitors, among whom were many local business men, assembled in the dining room of the Sapulpa Harvey House on January 19 for an entertaining program of music and other numbers and a business discussion, which included several instructive talks on competition and solicitation.

This session was called to order by A. Morgan, chief clerk to superintendent, in the absence of John Stroud, the club's president, who was called to Springfield. The meeting was opened by a group of songs by Gene Autry, telegrapher. Several numbers by the Kiwanis Bullfrog Orchestra

followed, and the Mid-West Colored Quartet gave several selections.

Among those making talks were R. M. Page, agent at Vinita, Okla., H. F. DeLozier, traveling freight and passenger agent, and A. Morgan. Page devoted most of his remarks to pointing out what individual employes can do to increase business, and DeLozier told of his work along the line in inducing shippers to use Frisco Lines instead of trucks. Morgan gave statistics showing the number of Frisco families residing in Sapulpa, the monthly payroll, the amount of taxes paid in Creek County last year and the portion of the taxes used to support schools. Subsequent to the meeting, the Sapulpa Business Men's Association called upon the superintendent's office for these figures that they might be used in a bulletin for distribution to all local business houses.

A general discussion followed the talks in this meeting and C. J. Quinn, president of the Tulsa Frisco Employees' Club, who was a guest of the Sapulpa club, invited members of the local club to the next meeting of his club. In concluding the session, Morgan expressed the appreciation of the club to the ladies of the auxiliaries to the four organizations who prepared the refreshments which were served following the meeting. R. W. Berry and O. P. Rainey represented the Tulsa traffic department in this meeting. Following are the representatives of business concerns which attended this session: George Nichols, traffic manager, Bartlett-Collins Glass Company; F. M. Horn, grocer; Mr. Brock, manager, Army and Navy Store; Mr. McMillan of Monnig Brothers Department Store, and Leonard Biron, secretary of the Business Men's Association.

Kansas City

At a meeting held January 27 the following were chosen officers of the Frisco Employees' Sunnyland Club of Kansas City, Mo.: N. J. Fracul, yard clerk, president; E. C. Lindeman, cashier, vice-president; H. J. Hoke, chief clerk, secretary, and F. J. Westerman, treasurer. Approximately 120 were in attendance at this session.

Subsequent to the election, each of the newly chosen officers made brief talks in which they expressed their appreciation of the confidence of the members and told of their plans for the club during the ensuing year. Interesting talks were made also by E. G. Baker, assistant general freight agent; J. R. Coulter, traffic manager; and J. W. Skaggs, superintendent of terminals.

The combination business and so-

Coach Fares Reduced to 2c a Mile

A CONTRIBUTION of Frisco Lines toward relieving the present business depression was made through the reduction of coach fares between all points on the line, effective February 1. The rate was reduced from 3.6c a mile to 2c. This reduction was made, because of belief by officers of the road that it would stimulate passenger travel thereby facilitating general business recovery and at the same time would regain a large portion of the passenger business lost to other forms of transportation in recent years.

Experiments during the past year with excursion rates prompted the road to ask permission of the Interstate Commerce Commission to inaugurate the new rate on the Frisco. Various tests brought a marked increase in the number of passengers and was productive of revenues in excess of those received under the standard rate which was in effect before announcement of the excursions.

Emphasizing the need for recovering passenger business are statistics which show that there was a decrease in passenger revenues on the Frisco of from between \$20,000,000 and \$21,000,000 annually during 1921, 1922 and 1923, to \$10,900,000 in 1929 and about \$8,350,000 in 1930, despite the fact its lines were extended approximately 600 miles, giving it a total of about 6,000 miles of track. The population of the cities in its territory increased more than thirty-two per cent and the population of its territory generally increased more than fifteen per cent during that period. Moreover, in support of the plan to reduce coach fares, there are figures which show that more than 90 per cent of the total loss in passenger revenues is directly attributable to a loss in coach passengers. A further factor pointing to a successful outcome of the Frisco's far reaching experiment, is the fact that the reduced coach fares can be made effective with slight, if any, increase in operating and maintenance costs, since coaches on passenger trains are now being moved with a very limited number of passengers, which, generally speaking, could be increased from 300 to 500 per cent a train without materially increasing either the units of equipment or the cost incident to handling.

Of the many pleasant features of railroad travel and particularly coach travel, one which has been prevalent, has been augmented and made more inviting recently on Frisco Lines, and that is the lunch service offered to coach passengers. A neatly printed bill of fare is given each passenger, showing that a variety of sandwiches, both hot and cold, coffee, milk and pie, may be served to passengers in the coaches. Each passenger may check the items desired and waiters from the dining car will serve the lunch at the coach seat.

This is, of course, in addition to the regular dining car service. The reduced fare passengers are welcome and their patronage in the dining car is desired.

The 2c fare tickets are on sale daily at all stations and are good in all coaches. In addition, the usual free baggage allowance is made as well as half fare for children.

cial meeting of the Kansas City Club, held January 19, was marked by an attendance of approximately 500, which included a number of families and friends of employees.

The first part of the meeting was taken up by entertainment numbers and talks by officials, the chief talk being made by F. H. Shaffer, general manager. Speeches were also made by J. W. Skaggs, and W. B. Berry. Following the program, the hall was cleared of chairs and the remainder of the evening was spent in dancing.

Fort Worth, Texas

The meeting of the Fort Worth Frisco Employees' Club, held January 20, was called for the purpose of counting ballots in the annual club election and for the installation of officers following the count. Ben B. Lewis was chosen for the presidency and Miss Mary Bess Smith was elected vice-president. Miss Leda Belle Durrett had been unanimously re-elected

secretary-treasurer in the preceding meeting.

Subsequent to the installation of officers, Lewis took charge of the meeting and presented the newly chosen members of the club's executive committee. This body is comprised of the candidates who did not receive a majority vote in the election. Following are its members: A. T. Todd, Jas. Grace, Jr., Jas. P. Spicer, C. V. Williams, J. C. Tewney, Helen, Horrell, V. B. Barber, J. P. Casey, J. R. Ferguson and T. J. Burt. The voting which took place prior to this session was preceded by a great deal of friendly rivalry among the candidates for president and vice-president. Each department put forward a candidate and each aspirant for office published a platform, stating why "his hat was in the ring" and outlining policies he favored.

At the completion of the general election, a vote was taken to select

an official correspondent to *The Frisco Employes' Magazine* and James P. Spicer was unanimously elected to that position. The president then appointed a committee to draft a new set of by-laws to be acted upon at the next meeting. The session was concluded with a rising vote of thanks to J. R. Ferguson, president of the shop-craft association, for use of the hall in which the meeting was held and to the retiring club officers for their efforts during the past year. H. A. Granger, retiring president, responded to the vote with a brief speech in which he expressed his appreciation of the co-operation accorded him during his administration. The meeting was attended by approximately sixty-five members and visitors.

The Fort Worth Club met December 30 to choose candidates for club offices. In this session a representative from each department was appointed and instructed to confer with the employes of his department and select from among them candidates for president and vice-president. H. A. Granger, president of the club, appointed the following to comprise a committee to count the ballots: G. E. Littlefair, general agent; R. L. Truitt, of the freight loss and damage claims department, and I. K. Leach, yardmaster. Forty-six attended this session.

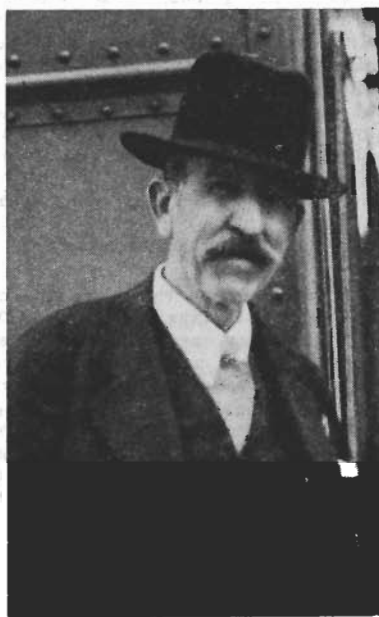
J. P. Casey, cashier, was elected parliamentarian in this meeting. A solicitation report revealed that business had been secured by each of the following during December: J. E. Duran, special agent; Corylyne Pledge, traffic department; R. D. Ward, accounting department; J. C. Tewmeyer, traffic department; R. E. Wesenberg, auditor's office, and C. V. Williams, switchman.

Thayer, Mo.

The meeting of the Thayer Frisco Employes' Club, held February 12, was devoted chiefly to making arrangements for the survey of traffic district No. 25, of which Thayer is headquarters.

Walter Davidson, president of the club, appointed Mr. Miller, cashier at Thayer, as chairman of the survey committee, following which sub-chairmen were appointed to handle the canvass in the other towns of the district. Miller chose several employes to assist him in canvassing the city of Thayer, and T. H. Edmundson, secretary of the club, mailed a letter to each sub-chairman, instructing him how to conduct the survey in his town and sent each a supply of necessary forms. C. B. Callahan, assistant superintendent, who was pres-

GOV. MURRAY ON METEOR



The Hon. William A. Murray, Oklahoma's newly elected governor, rode the famous "Meteor" from Oklahoma City to St. Louis February 10, en route to Springfield, Ill., where he spoke at the 122nd anniversary celebration of the birth of Abraham Lincoln. The above excellent photograph of Gov. Murray was taken at Oklahoma City just before he boarded the train.

ent at this meeting, requested that employes call upon him for any help they might need in making the canvass.

There was also a discussion of solicitation and general business conditions in this session, in the course of which a letter was read from D. L. Bales, senator from the 22nd District of Missouri, regarding bus and truck legislation.

Tulsa, Okla.

The principal talk in the meeting of the Tulsa Frisco Employes' Club, held January 16, was made by M. M. Sisson, assistant general manager, Springfield, Mo. Approximately fifty members attended this session.

"People are waking up to the fact that the railroads need help," Mr. Sisson said. "It is the general opinion of the people that railroads have always existed and always will. The depression has cost lots of jobs and it is no pleasure to lay people off. but we have to make both ends meet in order to maintain our credit. We are more than willing and will, when business picks up to any extent, put on additional help."

Mr. Sisson also discussed bus and truck competition and requested each and every employe to use his influence toward effecting legislative regulation of this competition. Interesting talks were made in this meeting also by O. H. Reid, general agent, and J. E. Payne, assistant general freight and passenger agent. Both urged employes to put forth their best efforts in solicitation work and Mr. Payne, in particular, devoted considerable of his talk to the recently established two-cent rate for coach travel.

A report on solicitation activities since the last meeting showed that the following had done especially good work: F. J. Wilson, chief clerk to freight agent; C. J. Quinn, president of the club; Walter Fagan, general yardmaster; O. L. Young, superintendent of terminals, and Mr. Beckwith, chief inspector. The meeting was concluded with a general discussion of solicitation, competition and business conditions.

Salem, Mo.

C. H. (Uncle Charlie) Baltzell of St. Louis was the principal speaker at the meeting of the Salem Frisco Employes' Club, held February 9. He devoted his talk to the two-cent fare, ways of increasing travel and the effect increased passenger travel will have on freight business. He also told the meeting of educational tours for boys to Pensacola, Fla., which he plans to sponsor during the coming summer. A general discussion of freight and passenger service followed his talk. William Hatten was also a visitor at this meeting.

Okmulgee, Okla.

The meeting of the Okmulgee Frisco Employes' Club, held February 12, was given over to making the plans for the traffic survey, which employes over the system are undertaking, and a committee was appointed to secure the information required in the canvass of the 11th Traffic District of which Okmulgee is the headquarters. The committee was comprised of the following: H. T. Wood, president of the club, chairman; John Reeder, John Lancaster, Lester Rikard, Mr. King and Mr. Connelly.

The following were appointed chairmen of committees in the stations which follow their names and each was instructed to appoint helpers as he thought necessary: Mr. Francis Morris; Mr. Moore, Preston; C. J. Riner, Eram; A. S. Guinn, Boynton; W. F. Brentlinger, Beggs, and Mrs. Irene Culpepper, Mounds. After completion of plans for the survey, the meeting was devoted to a further discussion of the canvass and of bus and

truck competition. Fourteen members attended this session.

The Okmulgee Club held a meeting February 2, which was attended by eight members. Most of the discussion was concerned with ways of getting more members out to meetings and with bus and truck competition.

St. Louis Girls' Club

The luncheon of the St. Louis Frisco Girls' Club, held January 27, was marked by an interesting program on which R. E. Drake, chief tie and timber inspector, was the principal speaker.

Mrs. Louise Gibson presided at this session of the club and Misses Sue Ann Stone and Darol Fox gave several duets and dances. Miss Ann Schwartz gave several vocal solos, accompanied at the piano by Miss Emile Sparks. Songs by Miss Mary Crane followed and Miss Erma Maier played several piano solos. Miss Martha Moore, associate editor of *The Frisco Employees' Magazine*, gave an amusing reading and told a number of anecdotes, following which Mrs. Gibson announced that the following had earned honorable mention for their solicitation work during the month preceding the meeting: Miss Agnes Larkin, Mrs. Kate Ratchford and Miss Estelle Hilton.

Fort Scott, Kan.

The meeting of the Fort Scott Frisco Employees' Club, held February 13 and attended by twenty-six, was featured by enthusiastic discussion which dealt principally with solicitation and competition.

E. A. Miller, general agent, gave a report on solicitation which showed that T. N. McKillop, engineer, and Claude E. Roderick, telegrapher, had been especially active in that phase of club activity. Mr. Miller, in a brief talk, told the meeting that he was pleased with the increase in L. C. L. shipments which showed a gain of twenty-five per cent during one week of February in comparison with the corresponding week a year earlier. He expressed the belief that a great deal of this was due to merchants discontinuing giving their business to trucks and choosing Frisco Lines instead.

E. E. Swafford spoke briefly on the survey of traffic district No. 3 which the Fort Scott employees conducted. He said the reports received up to the time of the meeting were favorable and that the information needed had been coming in promptly. J. W. Slaughter, agent, Railway Express Company, made a short talk in which he dwelt principally upon bus and truck competition. Others speaking

LEWIS CORRECTS ERROR

Ben B. Lewis, newly-elected president of the Fort Worth Frisco Employees' Club, writes the Magazine department that his club made an error in reporting the number of passengers secured during 1930 and, as a consequence, it was not given credit in the tabulation of club business which appeared in the February Frisco Employees' Magazine for 63 passengers that were secured as the result of a member's work.

Explaining how the oversight occurred, Lewis says, "In May, 1930, J. Pat Casey, assistant to secretary-treasurer, wrote sixty letters to his personal friends in Fort Worth, requesting them to give the names of their friends who contemplated taking trips during the summer. As a result, he located 145 prospects which he reported to Elmer Jordan, assistant general agent, and Jordan, in his usual energetic manner, worked the list night and day. Jordan reported that 99 live tips came from the list and of this number 36, eleven of which had passes, were lost to other railroads, leaving 63 which were actually sold tickets over Frisco Lines. Most of these were traveling to Chicago, New York and other destinations in the North, giving the Frisco the substantial haul from Fort Worth to St. Louis. These tips were not turned in on regular traffic tip forms, but were handled in a separate file, which probably accounts for their being omitted from the club's annual report.

along similar lines in this meeting were R. D. Hunt, fireman; C. R. Townsend, fireman; J. O. Armstrong, division engineer, and T. W. Moreland, chief clerk to superintendent. The next meeting was set for the second Friday in March.

Enid, Okla.

J. R. Dunworth, conductor, was elected president of the Enid Frisco Employees' Club, held January 9, with about forty-five members in attendance. Ike Scudder, retired engineer, was elected vice-president and Miss Vertise Banner was chosen secretary.

The purpose of the meeting, as outlined by H. Benecke, the club's president, was to assist the company in building up traffic and to promote friendship between the railroad and its patrons. Benecke also spoke briefly upon unfair competition and the two cent rate, and distributed cards which the three railroads of Enid had printed for circulation by employees. The cards carried the following message:

"The three railroads in Enid paid Garfield County in 1930, \$146,700 in taxes and the payroll of the employees amounts to \$1,158,000, annually.

"The railroads of Enid are furnishing regular employment to 593 well-paid wage earners, a large percentage of whom own their own homes in Enid, and have done their part to build up the city. They desire to remain in Enid and are asking for the support of the business interests.

"Presented by railroad employees of Atchison, Topeka and Santa Fe Railway; Chicago, Rock Island and Pacific Railway, and the St. Louis-San Francisco Railway."

Those in attendance at this session were asked to pass these cards among their acquaintances. The remainder of the discussion in this meeting dealt chiefly with bus and truck competition, two cent fare, business conditions and solicitation with interesting comments made by F. C. Gow, assistant superintendent; H. H. Fuller, stationary engineer; Mr. Hayes; R. A. Worthington, brakeman; W. N. Patterson, roadmaster; O. C. Shelton, brakeman; W. P. Leslie, conductor; E. O. Daughtrey, assistant superintendent, and W. C. Jackman, conductor. Benecke closed the meeting by thanking the members for the support they had given him during his incumbency of the president's office.

Oklahoma City, Okla.

C. A. Moody, recently elected president of the Oklahoma City Frisco Employees' Club, opened the business and social meeting of that organization, held January 15, by calling attention to the excellent results members had secured from their solicitation efforts during the month preceding the session. A report on the subject showed that business had been obtained by each of the following: Jess Hayden, section foreman; Mrs. Caruth, wife of J. T. Caruth, fireman; E. F. Estes, section foreman; Harrison Hughes, seal clerk; Mrs. Moody, wife of C. A. Moody, conductor; Earnest Armstead, section man; Joe Owens, car man, and Logan Poole, of Warwick. The meeting was attended by approximately 250.

The program of entertainment was featured by an accordion solo played by Miss Loretta Eckerle. Mrs. J. O. Early was chairman of the entertainment committee which arranged the numbers. At 9:00 p. m. the Sunset Six Orchestra appeared and the remainder of the evening was spent in dancing.

St. Louis Men's Club

Approximately 215 members of the Frisco St. Louis Men's Club met for their January luncheon at the Hotel Statler, January 29.

Larry McDaniels, former circuit attorney, made the principal address. "Uncle" Charley Baltzell spoke briefly of his personally conducted educational tours for boys, to Pensacola, Fla., during the months of June, July and August and was assured that he would have the hearty support of members of this club.

The Anslyn Orchestra furnished some interesting entertainment, with popular selections before and during the meal.

Springfield Girls' Club

A candy, cake sale and a luncheon were the three features of interest of the Springfield Girls' Club during January, and the candy and cake sale returned \$23.85 to the treasury.

The luncheon was held on February 17, with an attendance of about 85. Mrs. Emma Geister Greene entertained the club with a number of vocal solos, being accompanied by Miss Nelle Ross. C. J. Stephenson, assistant to general manager and W. L. English, supervisor of agriculture, gave splendid talks which will prove helpful to the girls in soliciting business. Miss Theda Pyland, who led all the employees at Springfield for the month of January in the number of traffic tips reported, and Miss Selma Hoffman, who was second highest girl in reporting traffic tips, told the girls how they secured the tips and their method of working along these lines.

Miss Beatrice Deming, president of the club, presided at the luncheon and at the close presented Miss Mamie Bradley, contact girl in the car accountant's office, with a box of candy, which was offered the department having the highest percentage of their girls at the luncheon. Miss Bradley's record was 100 per cent. The girls from the general manager's office were also 100 per cent in attendance, but in view of Miss Bradley representing a larger number of girls, it was felt the prize should be awarded to her.

The cake and candy sale, conducted in the lobby of the Frisco Building at noon on February 16, was in charge of Miss Mary Howell. The cakes and candy went faster than the proverbial hot cakes and the supply was exhausted long before the demands were met. A total of \$23.85 was added to the treasury from the sale.

Memphis, Tenn.

Four hundred members of the Frisco Employees' Club of Memphis, met at Glenview Community house

the evening of February 9 for a combination business meeting and entertainment, in one of the first social meetings of the year. A delightful program of dance selections in both ensemble and individual numbers was given by the Mevilaz studio pupils, and following this program several talks were made by Frisco officers on ways and means of combating the busses and trucks and securing proper regulation for them.

W. L. Huggins, Jr., director of publicity, made the principal address, and cited many instances of unfair competition and its attendant results upon railroad revenues and employment. He urged a unification of effort on the part of all railroad employees and their families and friends to secure legislation and regulation, as one of the first steps necessary for success-

2ND FRISCO OIL WELL IN

Frisco Oil Well No. 2, on the property of the company at Oklahoma City, was brought in on the morning of January 27, at a depth of 6,361 feet. The well was allowed to flow for one hour and produced at the rate of 37,800 barrels of oil and 26 million feet of gas, a twenty-four hour period.

This is the second of a total of five wells to be drilled on Frisco property. Well No. 1 was brought in on December 3, with estimated production of a little less than 40,000 barrels of oil and about 43 million feet of gas daily.

fully combating the matter. Guy P. Newbern, former chairman of the information bureau for the Tennessee Utilities, spoke interestingly on an outsider's viewpoint of rail travel, and several short talks by B. G. Gamble, master mechanic; E. E. McGuire, superintendent of terminals; S. J. Frazier, superintendent, and R. E. Buchanan, traffic manager, followed. Gordon Robertson, president of the club, introduced the speakers and presided over the meeting, while Claude J. Anderek arranged the entertainment. A feature of the evening was a boxing exhibition of three rounds, which Mr. Anderek introduced and refereed.

At the conclusion of the meeting, Mr. Anderek presented a resolution addressed to the Legislators of Tennessee, which was unanimously passed. The resolution urged enactment of laws placing the railroad's competitors on an even footing, and requiring them to "pay taxes on equal basis, maintain their own right of ways, conform to hours of service and other regulatory matters now required from common carriers."

Lebanon, Mo.

The meeting of the recently organized Lebanon Frisco Employees' Club, held January 13, was featured by a good attendance of officials and local business men in addition to a sizeable representation of members.

The chief talk in this session was made by J. A. Moran, superintendent, who, in an interesting manner, outlined methods by which members could obtain business. Talks were also made by G. H. Jury, assistant superintendent, and H. D. Block, of the traffic department, St. Louis. Several of the business men in attendance were called upon to express themselves and they responded by saying that they were pleased with Frisco service and that they thought very favorably of the railroad's stand on unfair competition.

Rogers, Ark.

The meeting of the Rogers Frisco Employees' Club, held January 15, was marked by the enthusiasm and interest displayed by all present. Eighteen members and one visitor were in attendance.

It was decided in this session that the club should print and distribute a circular giving the payroll and tax figures for each Frisco town in the county and information on the established merchandise schedules into the territory from the various large shipping points, including Kansas City, Springfield, St. Louis, Joplin, Memphis and Fort Smith. The remainder of the session was given over to a discussion, dealing chiefly with bus and truck competition.

Muskogee, Okla.

H. M. Hammers was re-elected president of the Muskogee Frisco Employees' Club at a meeting held January 22, and C. P. Long was chosen vice-president. Mrs. W. E. Chamberlain was elected secretary. This session was attended by ten members and one visitor, H. F. DeLozier, traveling freight and passenger agent, Tulsa.

Hammers gave an interesting report on the club presidents' convention which he attended in Springfield, December 8 and 9, and DeLozier talked of the effect of bus and truck lines upon railroads. All present were urged to extend their utmost efforts in solicitation and to be prompt in reporting prospective business.

Chaffee Club

The Frisco Employees' Club of Chaffee, Mo., met at the passenger station on Thursday, February 12, at 7:30 p. m., with twenty members in attendance.

Harold Hopkins, president of the

club, reported passengers secured by L. E. Rice, conductor, and a vote of thanks was extended to him. Tips were reported by various members of the club, and Ben Fowler reported a prospective patron who will soon make a trip to California.

This club has secured 47 carloads of freight, 17 L. C. L. shipments and 17 passengers during the past year and Mr. Hopkins read the report of the business secured by all clubs, from a report contained in the February *Magazine*. He also urged that each member of the club endeavor to interest the trainmen and enginemen in the club's activities.

The Chaffee basketball team is arranging to play Hayti, and all members were urged to solicit passengers for the trip from Chaffee to Hayti.

Miss Martha Moore of the *Frisco Magazine* department will give a full evening's program of readings for the Chaffee club on March 3. This entertainment will be for the benefit of the Provident Association. A benefit show was also proposed, but definite arrangements have not been made.

At the close of the meeting, W. J. Ferguson of the Chaffee Club presented Harold Hopkins with a watch, given to him by members of the club in appreciation of his work and interest during the past year. The meeting adjourned at 9:30 p. m.

Harold Hopkins, enterprising leader of the Chaffee Frisco Employees' Club, was unanimously re-elected to serve that organization as president during the ensuing year at a meeting held January 22 with ten members present. Clifford Peacher of the mechanical department was elected vice-president and Miss Mary Ferrell was re-elected secretary-treasurer. The following were chosen as the club's board of governors: George McKenna, E. O. Prosser, W. H. Pryor, E. N. Johnson, Charlie Job, Lon Walker and Al Reser.

The session opened with a report on the club's basketball team. This quintet, in addition to defeating the Blytheville Frisco team, January 17, had won from the Vanduser, Mo., team by a score of 26 to 25 recently, it was announced. The next game was scheduled for January 24 at Morley, Mo.

An electric toaster purchased by the club was presented to Dr. and Mrs. C. B. Thomas in this session, as a token of appreciation for the assistance which this couple has given in the various club entertainments. The presentation speech was made by Harold Hopkins.

It was suggested by M. H. Stubblefield that an entertainment be ar-

ranged to give further aid to the local Provident Association. Stubblefield pointed out that while at that time the Association had sufficient funds, in all probability they would need more in event of severe weather. Hopkins was selected to represent the

AN HISTORIC ENVELOPE

Out on the Western division they really go in for economy in the use of stationery, if one is to judge that division by the envelope sent to the magazine department recently by C. H. Cowles, agent, Latham, Kan. The envelope contributed by Cowles has been traveling over the division for more than ten years, the earliest date stamped upon it being July 17, 1920. It is a 4x9½ railroad business envelope with the address, "Chief Dispatcher, Western Division, Enid, Okla.," printed on it. Among the other dates stamped on it are: September 3, 1923; February 16, 1923; October 14, 1924; September 5, 1925; March 30, 1926, and February 11, 1931. It has traveled from Breckinridge, Atlanta, Latham and other towns.

club at a banquet arranged for January 23, in honor of the retirement of W. B. Thompson.

It was agreed that a letter would be addressed to each employe in Chaffee, urging attendance at meetings, and M. H. Stubblefield and W. J. Ferguson were appointed to write the letter and make arrangements for having it published. Following this, a resolution was passed expressing appreciation to the Chamber of Commerce for the article on bus and truck regulation, which they sponsored in the local paper recently. Hopkins told the meeting of a letter he had received from "Uncle Charlie" Baltzell of St. Louis, in regard to educational tours for children via Frisco Lines to Florida, and it was agreed that this matter should be given further consideration in an early session. Miss Anna Golden was appointed to investigate possibilities of the Frisco Girls' Bridge Club sponsoring a benefit party. Harold Hopkins announced securing passenger business.

The Chaffee Frisco Employees' Club basketball team, accompanied by an ardent band of rooters, journeyed to Blytheville, Ark., January 17 and won a hotly contested game from the Frisco Employees' Club team there.

The game was fast and close throughout, the second half ending in an 18 to 18 tie. In the five-minute extra period, played to break the deadlock, the Chaffee basketekers man-

WINS GOLD MEDAL

Evelyn Mae Shipman, eight-year-old daughter of Phil Shipman, boiler-maker at Yale, Tenn., was recently awarded the gold medal for the best year book of music composers. The contest was conducted by the Juvenile Beethoven Club to which she belongs.



EVELYN MAE SHIPMAN

Each year this club conducts a contest and a medal is given the child (under nine years of age) who produces the best written book containing the history of the composers whose lives the members have studied during the year.

Little Miss Shipman studied the lives of Beethoven, Buxtehude, Palestrina, Hayden, Mozart, Rubinstein, Grieg, McDowell, Debussy and Bilbro, and her composition was adjudged the best.

aged to score four points to win. The twenty-two Chaffee players and rooters, who made the trip, were royally entertained by Blytheville employes following the game until train time, and Fred Carlock, leader of the Blytheville aggregation, announced that his team was eager for another opportunity to overcome the prowess of the Chaffee five, challenging them to a game to be played the latter part of February.

Hospital Treats 1,527 Patients in 1930

COMPARATIVELY few of the Frisco's thousands of employees have become intimately acquainted with one of the railroad's most complete units—the Frisco Employees' Hospital in St. Louis.

Intimate acquaintanceship with that remarkable institution usually follows an illness or an accident, and although all of us realize that a hospital is the best place to be when illness or accident arrives, we "high-ball" past as long as possible, content in the knowledge that if a visit is necessary, the hospital and its staff are available instantly.

During 1930, however, 1,527 patients were cared for at the St. Louis hospital, as against 1,597 in 1929, and the dispensary cared for 4,010 as against 3,865 the preceding year. A total of 416 major operations were performed.

While the St. Louis hospital unit is popularly looked upon as "the" hospital of the railroad, the Frisco's facilities in St. John's hospital at Springfield were busy during the year in caring for 524 hospital patients and 11,044 dispensary cases.

A large number of patients were handled at each division point, and in the fifteen different hospitals located at strategic points on the railroad, with which the Frisco Hospital Association has arrangements for emergency attention.

More than 600 local surgeons and doctors at various Frisco cities are also available for consultation by Frisco workers, and are known as "on line surgeons."

Through the hospital association, which is under the direction of Vice-President H. L. Worman as chairman, and Dr. R. A. Woolsey as chief surgeon, the hospital spent \$279,236.84 for operating expenses during 1930, as compared with \$288,781.06 in 1929. Receipts for 1930 totaled \$285,744.10 as against \$301,513.57 for 1929. The decrease in receipts is attributable to the reduction in forces, due to the hospital dues on all employees, which

range from fifty cents to \$2.25 per month, according to salary.

Assisting Doctor Woolsey in his duties as chief surgeon, are Drs. E. R. Rice, surgeon-in-charge; C. K. Higgins, first house surgeon, M. E. Staley, second house surgeon, W. L. Macon, third house surgeon, and a staff of fifty employees, including nurses, orderlies and dieticians. Twenty-five consultants, including the best specialists in St. Louis, are also considered "staff" men at the hospital, and are called in on many cases.



DR. R. A. WOOLSEY

The physical equipment of this Frisco institution compares favorably with that of any other hospital in the city, and is valued in excess of \$40,000, including X-ray and diathermic equipment.

"We are equipped here to perform any kind of examination, operation or treatment that any other hospital can perform," Dr. Woolsey said. "This 100-bed hospital was erected in 1906 at a cost of \$100,000, but it could not be duplicated today for \$300,000 and another \$40,000 would be necessary to duplicate its equipment."

Dr. Woolsey gave this bit of advice to Frisco employees.

"We find that 'cardio-vascular-renal' diseases are distinctly on the increase. Examinations are revealing considerable trouble with heart, blood vessels and kidneys. These conditions are largely due to insufficient exercise and immoderate eating, and my advice to Frisco employees is to increase their exercise and decrease the amount of their food."

Collecting the Fair

The pretty young kindergarten mistress had been telling her pupils all about the winds, their power, different effects, and so on. "And, children," she went on, enthusiastically, "as I came to school this morning on the top of the bus something softly came and kissed my cheek. What do you think it was?"

"The conductor!" cried the children, joyously.

A FRISCO SERVICE

Frisco Lines is widely known for its humanitarian work in times of drought or flood, but it recently demonstrated again that a request from the government is not necessary to cause this company to bend its efforts to helping individuals from distressing predicaments—an individual in need is a sufficient request, as was emphasized recently in the case of little Pearl Shaw, four-year-old daughter of Mr. and Mrs. Fred Shaw, who live near Oswego, Kan.

This child tried to travel alone by bus between West Plains, Mo., and her home at Oswego and encountered difficulties. She arrived in Springfield the evening of December 16, by bus from West Plains, where she had been visiting her uncle and grandfather, but there was no bus connection and she was unable to proceed. The Travelers' Aid representative there, upon learning of this, conferred with the Frisco ticket agent, with a view of sending four-year-old Pearl to Oswego on Frisco Lines. The child couldn't remember her name and there was nothing about her to identify her. A bundle of clothes and \$4.00 was all she had with her. The ticket agent, however, got in touch with C. J. Stephenson, assistant general manager, and he sent the child to Oswego in charge of C. F. Arndt of the special service department.

Pearl seemed afraid at first and began her trip with large tears welling in her eyes, but Arndt bought her some fruit and she became quiet and slept most of the way to Oswego. Her identity was still unknown to Arndt when he reached Oswego, but in talking with W. P. Schofield, agent there, he learned that Mrs. Shaw had inquired a few days before about the cost of bringing the child home from West Plains, and from a neighbor of the Shaw family he learned that the little girl's home was about six miles from Oswego. He took her to her parents, who were greatly excited when she had not arrived by bus the night before and expressed their unstinted gratitude to him for returning her safely. That the Oswego community knows of and appreciates the kindness of Frisco Lines is evident in the following excerpt from the Oswego Democrat, "It is just another example of what the railroads are doing every day in a routine way and the public accepts it as a matter of course and does not fully appreciate. Our hat is off to the railroad and we'll bet Mr. and Mrs. Shaw have a kind word for the Frisco, too."

1931 FLOWER CONTEST Don Fellows Gives Rules for Garden Competition

THE flower program for 1931 has just been announced by Don B. Fellows, Frisco Florist, and the rules for the coming season provide for two groups: group one, comprised of gardens where there is access to running water, and group two, comprised of gardens to which water must be carried. This division of the prizes will give each section foreman, agent, pumper or crossing watchman an equal chance to win a first prize.

A first prize will be given on each division, in addition to the division awards in group one and two. A silver loving cup will be presented to the garden which is judged the best on the entire system. Every condition will be given consideration, as Fellows believes it unfair to compare the gardens which have been growing for several years with those which have just been started. Two major matters will be considered: first, the condition of the garden on date judged, whether it is free of weeds, hedge trimmed, etc., and second, the arrangement of plants within the garden.

Judging for the most outstanding flower garden in Group 1 (gardens with water available) will be made as of next August 15 for those on each division, and for the system prize winner as of next August 31. Texas Lines will be considered as a division and a prize of \$10.00 will be awarded to each division.

Group two (gardens where water must be carried) will have the same prize or \$10.00 for each division, and selection of the division winners will be as of July 15 with system winner, the most outstanding flower garden chosen, as of August 1.

The year 1930 was a discouraging one from a floral standpoint, because of the drouth, but the outlook for 1931 is far more favorable. Fellows urges all those who had gardens last year to plant them again this spring and is in hopes of being able to report many new ones.

Seeds are now in packages and ready for mailing, and a flower questionnaire is in the mail. The best of service and attention will be given to requests for seeds and Fellows anticipates that orders will be filled on the day requests are received.

"In requesting bulbs," he advises, "be sure to show the number of each kind wanted. The columns should not be just checked, but number desired must be filled in. Bulbs will be shipped from about March 1 to March 15 on the southern part of the Frisco

Rail Earnings Decrease \$389,000,000 in 1930

Class One Carriers Show Decreases of 14% in Freight Traffic; 16.5% in Passengers—Return Equals 3.36%.

The figures published in the following article have been assembled by the Bureau of Railway Economics in Washington, D. C., and are accurate and authentic. They show that railroad earnings have decreased almost one-third in 1930 as compared with 1929. How much of this decrease is attributable to the unfair and unjust competition on highways and waterways and in the air is undetermined, but it is considerable. Your railroad has shared with other Class 1 roads, in this decrease. Your efforts to secure adequate regulation of competition will help solve this problem in the future.

—W. L. H., Jr.

CLASS I railroads in 1930 had a net railway operating income of \$885,011,324, which was a return of 3.36 per cent on their property investment, according to complete reports for the year just filed by the carriers with the Bureau of Railway Economics and made public today.

Their net railway operating income in 1929 was \$1,274,605,403, or 4.95 per cent on their property investment.

Property investment is the value of road and equipment as shown by the books of the railways, including materials, supplies and cash. The net railway operating income is what is left after the payment of operating expenses, taxes and equipment rentals but before interest and other fixed charges are paid.

This compilation as to earnings in 1930 is based on reports from 171 Class I railroads representing a total mileage of 242,707 miles.

This reduction in the net railway operating income in 1930, compared with the preceding year, resulted from a drop in traffic caused principally by business conditions that have existed during the past twelve months.

Compared with a reduction in 1930 of 14 per cent under 1929 in the volume of freight traffic carried by the railroads, there was a decrease of 16

per cent in gross revenues and a decrease of 12.8 per cent in operating expenses.

Expenditures for maintenance of way and structures in 1930, amounted to \$713,012,582, a decrease of \$151,692,048, or 17.5 per cent compared with 1929, while expenditures for maintenance of equipment amounted to \$1,027,042,042, which was a decrease of \$185,369,877, or 15.3 per cent.

Passenger traffic in 1930 was the smallest for any year since 1906. Passenger revenues in 1930 amounted to \$729,635,768, which was a decrease of \$144,400,550, or 16.5 per cent compared with 1929.

Gross operating revenues of the Class I railroads in 1930 amounted to \$5,342,957,047 compared with \$6,360,303,776 in 1929, a decrease of 16 per cent. Operating expenses in 1930 totaled \$3,975,781,785 compared with \$4,560,836,482 in 1929, a decrease of 12.8 per cent.

Class I railroads in 1930 paid \$353,685,697 in taxes, a decrease of \$49,257,488, or 12.2 per cent under the total tax bill of the Class I railroads in 1929.

Twenty-one Class I railroads operated at a loss in 1930, of which seven were in the Eastern, two in the Southern and twelve in the Western district.

CLASS ONE RAILROADS—UNITED STATES

Twelve Months Ended December 31

Total operating revenues	\$5,342,957,047	\$6,360,303,776
Total operating expenses	3,975,781,785	4,560,836,482
Taxes	353,685,697	402,943,185
Net railway operating income	885,011,324	1,274,605,403
Operating ratio—per cent	74.41	71.71
Rate of return on property investment	3.36%	4.95%

system, while those to the northern portion will be shipped April 1-15."

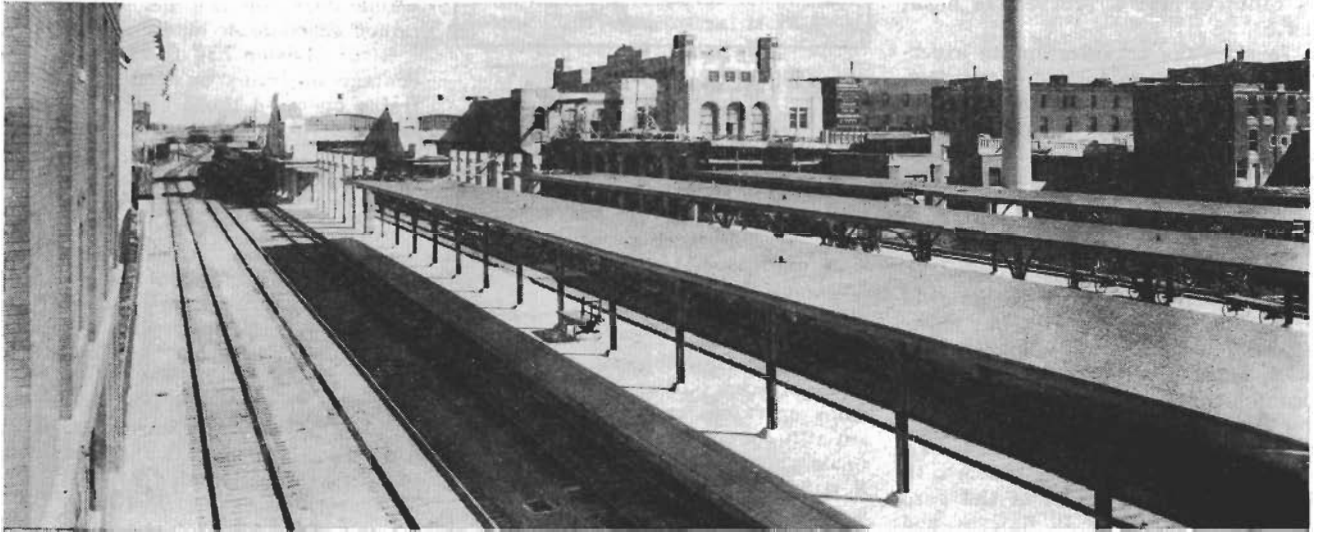
Because of a curtailment of the floral budget for 1931, no shrubbery or trees will be set out except at places where plants died during the drouth of 1930. Fellows advises that if anything is needed which is not on the questionnaire or flower request, a letter describing the particular seed or bulb desired may be sent in a letter attached to the questionnaire. Also those desiring a sketch made by which they may plant their gardens,

may have it by sending in a rough sketch in pencil of the available ground.

Fellows urges that all agents, section foremen, crossing watchmen and pumpers endeavor to make 1931 the greatest year in flowers on Frisco Lines.

Oddly enough, when we send it by ship, it is a cargo; and when it goes by car, it is a shipment.—Exchange.
... and when it goes by truck, it is a pain in the neck.

Tulsa's \$2,500,000 Station Nears Completion



The photograph above is of the Frisco's \$2,500,000 Union Station plant at Tulsa, Oklahoma, and was taken February 10 from the Boulder Avenue viaduct, west of the station site. The two main line freight tracks appear at the left. The reinforced concrete smoke-stack at the right towers 145 feet and 6 inches in height. The station will be ready for occupancy about April 1, the contractors estimate.

FRISCO DEBATERS WIN Georganna Hubbell and Robert Hitch of Burrton Star in Tournament

IN a recent debating tournament of schools at Hutchison, Kan., Georganna Hubbell, age 16, daughter of G. M. Hubbell, agent at Burrton, and Robert Hitch, age 16, son of L. Hitch, car repairer, constituted a team which won eleven out of fifteen debates. The subject under discussion was the chain store.

Georganna fought her way through the recent Arkansas Valley League Tournament and gained the distinction of being chosen by the judges as the best debater in the League. But according to L. B. Mahin, debate coach at Burrton, Kansas, she was only displaying a concentrated form of the same salesmanship and ability which her father has used in his efforts to increase traffic over Frisco Lines for the last thirty years.

"As to Bob Hitch," Mr. Mahin writes, "he reminds me of the old saying, 'You don't have to steam up an Irishman.' Just get this little debater started out in the right direction and

get out of the way. I heard one judge say to another, 'You should have heard that little kid burn 'em up!' That expresses young Hitch's style. He travels at full steam and burns up the track."

Mr. Mahin adds that if these two representatives of Frisco families are indicative of the general run, he would like to have the executive offices of the railroad manage to establish a junction or headquarters at Burrton.

Burrton won a large majority of the debates in which its teams competed this year and some of the competing teams defeated by them in tournaments were: St. John, Cheney, Chase, Hutchinson, Mountridg, Isabel, Alden, Hillsboro, and Lorraine.

Perhaps You Know Him

A local business man who takes 'em long and cool or short and straight, was driving along in a woosy condition when he had an accident and was thrown into a five strand wire fence. When they found him he was fingering the wires lovingly and they heard him murmur, "Thank goodness, they've given me a harp."

FREIGHT CLAIMS DECREASE

The number of freight claims on Frisco Lines decreased 11.5 per cent and the amount of the claims decreased 23.3 per cent during 1930, compared with 1929, according to report covering the year of 1930, issued February 12 by J. L. McCormack, superintendent of freight loss and damage claims, Springfield, Mo. The number of claims during 1930 totaled 29,333 and amount claimed in 1930 was \$602,074.19. Claims during 1929 totaled 33,152 and the amount claimed was \$785,076.05. Payments of freight loss and damage claims decreased 11.5 per cent during 1930 in comparison with the preceding year. System loss and damage claims paid during 1930 amounted to \$379,317.59 and during 1929 amounted to \$428,775.46.

Over and short damage reports received during 1930 decreased 21 per cent, compared with 1929. The total during 1930 was 86,489 and during 1929 was 109,302. Disposition requests received, both carload and less than carload, decreased 21.7 per cent. The 1930 total was 18,850 and in the preceding year it was 24,074.

FORM SHIP-RAIL CLUBS

Meetings Held at Wichita, Fort Scott and Neodesha

APPROXIMATELY 700 rail employees of Wichita, Kan., assembled on January 30 and organized a Ship By Rail Club. Paul K. Tait, Missouri Pacific conductor, presided and it was agreed that every person in the city who was interested in railroads was a prospective member.

To start the organization an executive committee, comprised of two men from each railroad, was selected and this committee met February 5 and chose C. M. Morrison of the A. V. I. as president; E. Hoyt of the Rock Island as vice-president, and C. Byerly of Frisco Lines as secretary-treasurer. The committee also appointed a general committee, comprised of representatives from each department of each road. Frisco Lines is represented on the general committee by E. J. Immele and Frank Archer, office of the general freight and passenger agent; S. P. Haas and Ralph Dinsmore, of the local office; Claude McGee, C. Steelsmith, Murl Calvert, H. Goodwin, and V. Brady, of the yard and train forces; S. B. Ramsey and George Patterson, car foremen; C. E. Armstrong and W. F. Kelly, track men; and E. C. Fuson, B. G. Morgan and E. C. Hadler of the mechanical department. The Frisco's representatives on the executive committee are R. B. Grimes, yardmaster and John Bailey.

Unfair competition was the subject stressed in the organization meeting of the club, with particular attention called to the difference of the requirements made of railroads and of their competitors. Among the rail executives making talks were: R. B. Campbell, president of the A. V. I.; G. C. Derby, superintendent, Santa Fe; J. M. Kelly, assistant superintendent, Missouri Pacific, and C. C. Cunningham, assistant superintendent, Rock Island.

The meeting of the Fort Scott Ship By Rail Club, held January 22, brought out an attendance of approximately 175 rail employees and business men and was one of the most enthusiastic of its kind held in recent months.

W. E. Childress, Missouri Pacific yardmaster, president, presided and Joe Travis, Frisco fireman and vice-president of the organization, was one of the leading speakers. Travis made a splendid talk in which he comprehensively presented the case of railroads as opposed to busses and trucks. All speakers at this session stressed

WRECKING THE ROADS

MOTORIZED transportation is here to stay. The main question now is the regulation of the business. Congress still delays action on a bill that will give the Interstate Commerce Commission authority on interstate traffic. In the meantime the heavy traffic is wrecking many roads and not making for safety of the highways.

—From the Decatur (Ill.) Review.

the fact that Ship By Rail Club meetings were open to any and all persons who are interested in securing regulation of unfair competition.

Several of the merchants made talks in this session, the principal one being made by a Fort Scott drygoods man who expressed himself as follows: "A truck has never backed up to either the front or back door at my place of business, and one never will. Early in the development of highway transportation, I was solicited by truck operators and told them, and I am still convinced of it, that the railroads mean entirely too much to Fort Scott for me to patronize a competitive agency."

This club was organized at a meeting held early in January and at that time the following officers were elected: William E. Childress, president; Joe Travis, Frisco fireman, vice-president, and J. W. Slaughter, agent of the Railway Express Agency, secretary-treasurer.

The recently organized Ship By Rail Club of Neodesha, Kan., held its first regular meeting January 9 and at that time by-laws were drawn up and committees were selected to handle various phases of the club's activities during the ensuing year.

The purpose of the club is to induce all Neodesha business men to ship by rail, both in and out of Neodesha and to make Neodesha a bigger and better city. It was pointed out in this session that a large portion of railway employees there are taxpayers who own their homes and that the railroads pay their share of taxes in the city and in Wilson County, while the part of the tax burden borne by trucks is negligible. Comparison was made, also, between payrolls of motor transportation agencies and railroads. The club sponsored the printing of "Ship By Rail" placards to be placed in the show windows of business houses and these were given to each merchant who became a member of the organization, in order that the public might know he supports the railroads.

TRAINS 97.8% ON TIME

4,362 Passenger Trains Make a Splendid Record During January

FRISCO LINES opened 1931 in an impressive manner by operating 4,362 passenger trains 97.8 per cent on time during January, a report, issued February 2 by the office of the general manager, discloses. Of the trains operated 98.6 per cent maintained schedule or made up time.

River division had the highest percentage of trains on time. The 798 trains operated there during January were 99.4 per cent on time, which compares favorably with December, 1930, when the same number of trains were 98.8 per cent on time on that division.

Second highest percentage was made on the Western division, where 124 trains were 99.2 per cent on time. During the preceding month the same number was 93.5 per cent on time there.

Central division operated 310 trains 98.7 per cent on time during January. This was third highest and compares with 270 trains operated 94.4 per cent on time there during December.

RUSHING THE CARS

The attention that is being directed to fast handling of foreign equipment on Frisco Lines is productive of splendid results as is exemplified in the two recent instances that follow. The first was reported by S. T. Cantrell, superintendent of the Central division and the other by J. S. McMillan, superintendent of the River division, and both may be pointed out as examples that can be equalled or excelled only by unusual efficiency.

The agent at Lincoln, Ark., on the Central division, reports as the first example that on December 15 he received MOP-120520 under load in train 757 at 11:05 a. m. At 2:00 p. m. on the same day this car was unloaded and four hours later it went forward in train 756 to be delivered empty to its owners, thereby saving per diem expense.

As an instance of River division handling, cars SL&H 4104 and 4134 moved from St. Louis to Cape Girardeau in train 835, December 9, and went from there to Morley, Mo., in No. 861. They were unloaded at Morley while the train was performing station work and moved in the same train to Brooks Junction, Mo., where they were picked up by No. 832 and handled to St. Louis. The entire movement, including branch line handling, took but thirty hours.

W. B. Thomson Surprised With Radio Party

W. B. THOMSON, machinist, has heard his name called in many a Frisco meeting; he has heard it spoken by many of his friends, but on January 23 he was surprised to find that it was floating through the air—broadcast from Station KFDS at Cape Girardeau, Mo. The occasion was a surprise banquet given Mr. Thomson at Chaffee, by approximately 130 of his friends on his seventieth birthday and a part of the program was comprised of a fifteen minute radio program dedicated to him. Later in the evening he was presented with the radio which conveyed the program.

The announcer at the station gave the high lights of Mr. Thomson's service with Frisco Lines and wished him many happy returns of the day. Vocal and instrumental selections followed the introductory talk.

Mr. Thomson has had twenty-seven years with Frisco Lines, having entered service as a gang foreman in Kansas City shops in February, 1904.

He was promoted to master mechanic at Cape Girardeau in January, 1907, and served in the same capacity at Chaffee, where he was transferred in January, 1909. He also served as roundhouse foreman and general foreman at Cape Girardeau and in June, 1923, was made traveling inspector out of the mechanical department at Springfield. He has served as machinist at Chaffee from April, 1924, to date.

The program was most cleverly arranged by J. S. Meidroth, road foreman of equipment, River division, and Sam Frissell, engineer.

Old time favorite songs sung in unison by the guests occupied more than half hour of the program. Mr. Meidroth entertained the audience with a Scotch song, following which he and Mr. Thomson gave a vocal duet.

Bill Andy Thomson, son of the honor guest and Robert E. Mumma, son of

assistant superintendent, gave an alto horn duet and Fred Claiborne, son of J. W. Claiborne, assistant superintendent, a violin solo. During the dinner and following, an orchestra of six pieces, led by Mr. Claiborne, entertained the guests.

A portion of the program was given over to greetings from Mr. Thomson's old friends who were present. Mayor X. O. Ray, of Chaffee; Dr. G. A. Sample, Frisco Company physician; G. A. Bienert, former mayor and Frisco employee; W. H. "Pap" Adams, retired engineer; John Forster, retired mechanical inspector; D. Forsythe, general road foreman of equipment, and others paid tribute to this man whom they had known so long.

Mr. Meidroth read letters from Messrs. J. E. Hutchison, H. L. Worman, B. G. Gamble, Robert Collett, J. A. Moran, O. H. McCarty, and others, expressing their regret on their inability to be present at the meeting and wishing Mr. Thomson a happy birthday.

John Forster, who had just been

released from the Frisco hospital, expressed his delight at being able to attend the banquet. He has known Mr. Thomson for forty-five years, and said that the banquet given for his old friend was one of the bright spots in his life and that he wished Mr. Thomson the best of health and happiness.

It was fortunate that Mr. Thomson's brother, sister and brother-in-law were able to be present at the banquet. His sister and brother-in-law, Mr. and Mrs. C. H. Summer, came from London, Canada, and his brother, James Thomson, from Wyoming. They were all introduced to the audience.

The final number on the program was the presentation of the radio to Mr. Thomson. The presentation speech was made by S. J. Frazier, superintendent of the Southern division, who said that he respected Mr. Thomson more than any man he knew, and hoped that the radio, a gift from Mr. Thomson's friends, would bring him

IN THE FRISCO HOSPITAL

The following list contains the names of patients confined in the Frisco Employees' Hospital in St. Louis as of February, 1931. They will be glad to hear from their friends:

A. H. Thompson, Springfield, Mo.
Harry Madgen, Springfield, Mo.
J. N. Johnson, Oklahoma City, Okla.
Guy Lee, St. Louis, Mo.
Grant Towers, Thomas, Okla.
Maude Bedell, Springfield, Mo.
Miss A. P. Blackwood, Ferguson, Mo.
J. J. Harrington, Jonesboro, Ark.
J. B. Olsen, Afton, Okla.
O. A. Hudson, Fall River, Kans.
H. C. Huckins, St. Louis, Mo.
F. W. Warren, Tulsa, Okla.
K. C. Simmons, Tulsa, Okla.
H. Whitenack, Ft. Smith, Ark.
B. D. Seaman, Springfield, Mo.
H. L. Lagrange, Chaffee, Mo.
C. Morris, Chaffee, Mo.
L. W. Caviness, Ft. Smith, Ark.
S. S. Wilder, Tulsa, Okla.
Earl Long, St. Louis, Mo.
J. A. Foster, Memphis, Tenn.
P. L. Tomlin, Boligee, Ala.
J. H. Wayfield, Sapulpa, Okla.
C. G. Neuman, St. Louis, Mo.
R. J. Kelly, Ellsworth, Kans.
Fred Frear, Monett, Mo.
R. D. Gibson, Springfield, Mo.
L. S. Kirkpatrick, Tulsa, Okla.
J. A. Morton, Birmingham, Ala.
C. R. Lashley, West Plains, Mo.
W. M. Meador, Springfield, Mo.
J. W. Thomas, Sapulpa, Okla.
V. Andrews, Birmingham, Ala.
J. W. Crane, Ft. Scott, Kans.
F. Schoenemann, St. Louis, Mo.
M. J. Barrett, St. Louis, Mo.
C. J. Womack, Ft. Smith, Ark.
A. S. Abbott, Salem, Mo.
M. Mullane, Kansas City, Mo.
E. Carlson, Ft. Scott, Kan.
C. Clemmons, Oswego, Kan.
L. M. Compton, Hugo, Okla.
O. E. Jones, Ft. Smith, Ark.
A. Kelley, Monett, Mo.
D. C. Shelton, Memphis, Tenn.

many evenings of pleasure.

Following the program, the orchestra entertained the guests with dance selections and a group was quickly formed to dance the old Virginia Reel.

Guests from St. Louis included the following: Mr. and Mrs. W. E. Belter, Mr. and Mrs. Dick Edwards, J. E. Whelan, and Miss Martha Moore. There was a splendid representation of firemen and engineers from the River and Southern divisions, and from the trainmaster's office.



W. B. THOMSON

TOURS OF SAFETY CUPS

Trophies Move Often in Non-Accident Competition

THE accident prevention merit cups, which were donated January 1, 1927, by President J. M. Kurn and which have been effective in promoting safety competition, have moved about considerably in the four years they have been in the field, it is disclosed in a report issued January 31 by H. W. Hudgen, director of accident prevention, Springfield, Mo. It is of exceptional interest to note travels of these cups in the mechanical and transportation departments.

During the first two quarters of 1927, the mechanical department cup was won by the Central division and the transportation cup went to the Southern division the first quarter of that year and was won by River division the second three months period. During the last half of that year, the Southwestern division won the mechanical cup and also won it during the first two quarters of 1928. The transportation cup went to Memphis terminal at the end of the third three-month period in 1927 and was won by Western division the final quarter of that year.

Central division won the mechanical cup during the last two quarters of 1928 and the transportation cup went to Memphis terminal the first quarter of that year, to Birmingham terminal the second quarter, to River division the third quarter and to Tulsa terminal the last quarter.

Western division won the mechanical cup the first quarter of 1929 and Central division the second quarter. During the third and fourth quarters it was won by Southern and Eastern divisions, respectively. The transportation cup was won by the Springfield terminal the first quarter of that year and during the second quarter Tulsa terminal won it. During the third and fourth quarters it went to Memphis and Kansas City terminals, respectively.

West Coach Shops, Springfield, took the mechanical cup the first half of last year, Central division won it during the third quarter and the Texas Lines won it during the last three months of the year. West Coach Shops had a perfect record during that period, but were closed a major portion of the time and for that reason the cup went to Texas Lines, which had the second best record in the mechanical department. Kansas City terminal won the transportation the first half of last year and Southern division during the third quarter. Springfield won it during the closing quarter of 1930.

AT OZARKS' TOP



O. L. Ousley, magazine reporter for the Springfield telegraph department, snapped the above picture one cold February day. It was taken a little south of Cedar Gap, and shows southbound train No. 103 on its way to warmer climes. The picture was taken about 500 feet from the point which is claimed to be "highest in the Ozarks." Reporter Ousley doesn't wish to be held responsible for the accuracy of this claim, however, and neither does the editor.

FREIGHT ERRORS REDUCED

Eighty-seven fewer errors were made in handling shipments on Frisco Lines during January than in the preceding month, according to a report issued February 6 by J. L. McCormack, superintendent of freight loss and damage claims, Springfield, Mo. Errors during January totaled 365 and during December a total of 452 errors was made. This is decidedly encouraging, it was pointed out by McCormack, especially since the total number of shipments handled at each station in the various groups showed a substantial increase over the preceding month.

Tulsa won the Group One pennant during January, making the third consecutive month that station has had the fewest errors of any in the group. Eleven errors were made there during the month in handling 23,910 shipments. St. Louis 7th Street Station was second in the group with 49 errors in handling 34,157 shipments and Springfield was third with 39 errors to 23,704.

In Group Two, Birmingham had the best record and held the Group pennant during February. That station also led its group during December. A total of twelve errors was made there during January in handling 11,613 shipments. Oklahoma City, which was second, made 13 errors in handling 10,100 shipments.

Wichita led Group Three with a perfect record during January and received the pennant from Joplin to hold during February. Two thousand two hundred sixty-two shipments were handled there.

AGENCY CHANGES

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

Don Edmonson, Brownington, Mo., January 30. Stafford G. Smith, Fort Sill, Okla., January 29. William R. Searcy, Garland, Kan., January 28. Clarence E. Hall, Grubbs, Ark., January 29. Clell H. Reed, Keysville, Mo., January 22. Ira Nevils, Raymore, Mo., January 27. Ernest J. Lemmons, Riverton, Kan., January 31. Arthur C. Marsh, Spring Hill, Kan., January 31. Thurmon W. Weaver, Troy, Okla., January 27. Frank J. Wagar, Waco, Mo., January 29. Clarence N. Ellison, Wetumka, Okla., January 28. W. L. Moffit, Clarkdale, Ark., January 22. O. O. Gilbert, Crescent, Mo., January 17. C. P. Barron, Fagus, Mo., January 17. L. W. Johnson, Grubbs, Ark., January 21. W. W. Norwood, Garland, Kan., January 24. Frank E. Klos, Headrick, Okla., January 20. W. T. Baskett, Keysville, January 20. B. F. Burt, Moselle, Mo., January 14. O. E. Hays, Moyers, Okla., January 17. J. H. Spears, Nettleton, Ark., January 21. W. E. Matthews, Perryville Junction, Mo., January 19. J. R. Boyd, Perryville Junction, January 24. A. H. Owen, Phenix, Mo., January 26. W. O. Powe, Pickensville, Ala., January 20. A. W. Wasson, Sedgwick, Ark., January 19. W. C. Harris, Turrell, Ark., January 17. W. M. Lewis, Weaubleau, Mo., January 19. Alfred R. Miller, Bay, Ark., January 15. Cassius M. Whirlow, Bennington, Okla., January 9. Clyde R. Sally, Billings, Mo., January 8. Doren Cresswell, Bourbon, Mo., January 14. Forrest DeBerry, Brownington, Mo., January 6. Robert J. Kilcrease, Frisco City, Ala., January 12. Walter L. McCall, Huxford, Ala., January 15. Miss Ellen H. Busey, Kimbrough, Ala., January 13. George I. Jones, Magnolia, Ala., January 16. Miss Irene V. Culpepper, Mounds, Okla., January 12. Emil K. Cope, Olden, Mo., January 16. Clarence F. Brockman, Phillipsburg, Mo., January 12. James J. Corum, Schuler, Okla., January 8. Joseph T. Mahaney, Strafford, Mo., January 13. Otto K. Neidhardt, Walnut Grove, Mo., January 7. Albert F. Daw, West Monroe, Ala., January 15. Everly F. Oaks, White Oak, Okla., January 13.

R. V. Johnson was installed agent at Keighley, Kan., January 19. He had been acting agent there since January 17.

C. R. Catlin was installed permanent ticket agent at Tower Grove, Mo., January 19.

COL. F. G. JONAH HONORED Elected President of Society of American Military Engineers

COL. F. G. JONAH, chief engineer for the Frisco with headquarters at St. Louis, was signally honored on January 19, when he was elected President of the Society of American Military Engineers of Washington, D. C. Maj. Gen. Mason M. Patrick was the retiring president.

The Society of American Military Engineers, organized in 1920, had its inception in the experiences of the



COL. F. G. JONAH

engineering profession in the World War. It is composed of engineers and others who believe that the lessons of the past should be preserved and studied as a guide to the future, and who deem it their duty to assist the nation in the work of the preparedness, and to save it so far as they can, from the spirit of indifference and unreadiness into which it has so quickly lapsed after every war in which it has been engaged. Local posts of the society are located in all leading cities of the United States. The society has 7,800 members.

"The Military Engineer" is the organ of the society and is one of the most beautifully designed and well edited magazines issued today. Its pages are replete with etchings made by engineers who served during the war. Many of the sketches are of ruins resulting from the war and of quaint villages.

The past presidents of the society include some of the famed men of the country. Since the inception of the organization in 1920, they have been: Major General Wm. M. Black (1920-21); Lt. Colonel G. A. Young-

Frisco Completes New Branch in Oklahoma



AN important industrial branch of Frisco Lines between Shamrock, Okla., and the Tidal refinery at Drumright, Okla., was completed recently and has been officially opened. The road extends three and one-fourth miles, from Shamrock to the Tidal plant south of Drumright, and while this is two miles from the City of Drumright proper, the station, which has been constructed, will be known as Drumright. The accompanying photograph shows the major job of the project—a 26-foot cut made through almost solid rock just out of Shamrock and the bridge, fifty-six feet across, which spans it. The bridge, built at the expense of Frisco Lines, is equipped with safeguard fences to protect motorists and pedestrians.

The line, which was constructed by the Frisco for freight and oil transportation, was located last June, the work getting under progress early in the fall. S. K. Titus, of Ponca City, was the resident engineer in charge of construction and the contractors were Allhands, Davis and Briley Company, of Joplin, Mo. A crew of from forty to eighty men was used, as well as two steam shovels and a squad of trucks.

The line has been permanently laid and is standard in every respect. A new 1600 engine has replaced the old 700 which was used for a number of years. This line was built with 75-pound rail and creosote ties.

Much of the work on this line was heavy. There are several cuts and a number of fills. One of the largest ravines in that area, Devil's Hollow, is crossed by the tracks.

This branch of Frisco Lines was formerly the Sapulpa and Oil Field Railway, and was later purchased by the Frisco. Fifteen years ago the Sapulpa and Oil Field Railway Company gave a statement to a Tulsa newspaper that a road would be built between Tulsa and Drumright, according to a clipping in possession of S. K. Titus. They began the line, but had not counted on the expense of crossing Devil's Hollow, so the branch was extended no farther than Shamrock. This line now, including the recently completed branch, covers a distance of nearly fourteen miles between Depew, Shamrock and the Tidal Refinery, two miles south of Drumright. It traverses one of Oklahoma's most famous oil fields.

berg (1922); Maj. Gen. Wm. C. Langfitt (1923); Maj. Gen. Lansing H. Beach (1924); Maj. Gen. Harry Taylor (1925); Brig. Gen. Cornelius Vanderbilt (1926); Brig. Gen. Edgar Jadwin (1927); Brig. Gen. Charles G. Dawes (1928); Mr. S. M. Felton (1929); Brig. Gen. Mason Patrick (1930).

Descendants of men who aided William the Conqueror in his invasion of Saxon England have formed a society. It seems to be a social asset, nowadays, to have an ancestor who muscled into some racket in a big way.—Chicago Daily News.

... that ought to place these truck-and-bus lines at the head of the 400.

MERIT CUPS AWARDED

Texas Lines and Springfield Terminal Show Best Records

THE mechanical and transportation departments accident prevention merit cups which were placed in the field of competition January 1, 1927, by President J. M. Kurn were awarded to Texas Lines and to the Springfield terminal, respectively, during the fourth quarter of 1930, according to a report issued January 28, by H. W. Hudgen, director of accident prevention, Springfield, Mo. On Texas Lines the casualties per 1,000 man-hours totaled .0137; however, the West Coach Shops of Springfield had a perfect record in that period, but the cup went to Texas Lines because the Springfield Coach Shops were closed a major portion of the time. The Springfield terminal had a total of .0065 casualties per 1,000 man-hours during the fourth quarter of 1930. Northern division had the third best record in the mechanical department with .0352 casualties per 1,000 man-hours and the Kansas City terminal was second in the transportation department with .0078 per 1,000 man-hours. St. Louis terminal was third in the transportation department, having a total of .0098 per casualties 1,000 man-hours.

An interesting comparison, which emphasizes the efficacy of competition for these cups in reducing accidents, can be drawn by noting the reduction in the number of personal injuries in relation to the number of man-hours worked in both the mechanical and transportation departments during the fourth quarter of 1930 and that quarter in the first year of cup competition. During the fourth quarter of 1927, the shops worked a total of 3,894,030 man-hours and in that time 421 injuries were sustained and during the same quarter of 1930, a total of 2,845,991 man-hours were worked by shop employees with 164 casualties. The number of man-hours worked was reduced 26.9 per cent, while the reduction in casualties was 61 per cent. During the last quarter of 1927, a total of 8,734,122 man-hours were worked in the transportation department with 444 reported injuries and during the same quarter of 1930, a total of 7,100,906 man-hours were worked in that department with 218 casualties. The reduction in the number of man-hours worked was 18.6 per cent and the reduction in casualties was 50.9 per cent.

Secretary of the Interior

Shipwrecked Sailor—"Why does that big cannibal look at us so intently?"

His Companion (cheerfully)—"I expect he's the food inspector."

Thirty-four Persons Enjoy Florida Tour



These happy tourists were enjoying Miami warmth, when this picture was taken under the Florida palm trees.

PERSONALLY conducted "Sunnyland" tour from Kansas City to Miami, Florida, planned especially for people from the middle west who wanted to see Florida and the south, has just been completed, and thirty-four happy patrons of Frisco Lines, the Southern and Seaboard Air Lines have returned home, singing the praises of the south and of the railroad service.

The tour was sponsored by F. L. Hockenhull and James M. Rankin, under the direction of the Capper Publications of Topeka, Kansas, and started from Kansas City on January 24. The tour was routed to Memphis, Birmingham, Atlanta, Jacksonville, Tampa, Lake Wales, Frostproof, Avon Park, Sebring, Palm Beach and Miami. From Miami the party went to Chattanooga and then returned to Kansas City.

Approximately 4,000 miles were covered in the all-expense tour, and the party was accompanied by P. W. Wilson, passenger agent for Frisco

Lines and James M. Rankin, of the Capper Publications at Topeka.

Those who enjoyed the trip were: Mrs. Nellie Culbertson, Miss Pearl Lash, Mrs. Mollie Curfman, J. E. Travis, Miss Jane Rankin, all of Tarkio, Mo.; J. H. Krehbiel, Sam Krehbiel, Alice Krehbiel, all of Moundridge, Kans.; B. F. Frost, Esbon, Kans.; Mr. and Mrs. Newt Glace, Clay Center, Kans.; F. W. Schulz, Lawson, Mo.; Mr. and Mrs. Chas. Schwab, Miss Anna Schwab of Madison, Kans.; Herman Zwick, Miss Katie Zwick, Louis Gossman, Mrs. Minnie Gossman, all of Sterling, Kans.; E. F. Durein of Topeka, Kans.; W. M. Rapp, Moscow, Kans.; C. Stecher, Haven, Kans.; Mr. and Mrs. J. E. Scott, Miss Josephine Scott, of Lisle, Mo.; Mr. and Mrs. J. G. Zimmerman, Mullinville, Kans.; Miss Jessie B. Cole, Miss Susie B. Sweet, James M. Rankin, all of Topeka, Kans.; Mrs. Sarah Shull, Rexford, Kans.; Mrs. F. E. Popp, Mrs. Theodore Elling, of Haven, Kans.; P. W. Wilson, of Kansas City, Mo.

MISS EVELYN KIESSLING

MISS EVELYN KIESSLING, computer operator, St. Louis, Mo., died at the Frisco Hospital in St. Louis, January 27, after a short illness. She entered the service of Frisco Lines in 1926. She is survived by her foster mother, her father and a sister.

"How did the Smith wedding come off?"

"Fine, until the preacher asked the bride if she'd obey her husband."

"What happened then?"

"She replied: 'Do you think I'm crazy?' and the groom, who was in a sort of daze, replied, 'I do.'"

WRITES ON RAILROADS Dr. R. C. Hon Completes Work On Railroad Efficiency

A NUMBER of Frisco employees' sons have distinguished themselves in the academic field, but probably foremost among these is



DR. RALPH C. HON

Dr. Ralph C. Hon, son of Gus Hon, Frisco Lines engineer on the Memphis sub-division. Dr. Hon holds the economics and business administration chair at the Nebraska-Wesleyan University of Lincoln, Neb., and his career is of especial interest to employees, since he has maintained contact with his father's profession to the extent of making an outstanding study of railroads. His dissertation on the subject, "Railroad Efficiency Since 1920," has received wide and favorable notice among rail executives in this country and the Russian Association of Engineers in New York City has had the work translated as a part of its program for improvement of railways in Russia. The Commissariat of Russia, a body that corresponds in some respects to the Interstate Commerce Commission, will publish the book there.

Dr. Hon has been in his present position since autumn of 1929, having received his Ph. D. degree from the University of North Carolina, where he was a fellow in economics during the 1927-1928 school year. During the school year of 1928-1929 he held a similar position at the American University of Washington, D. C. Dr. Hon received his A. B. degree from the University of Illinois in 1924 and from there he went to Harvard University at Cambridge, Mass., where two years later he was awarded an A. M. degree.

Two Newspaper Editors State Their Views

Typical of the sympathetic and understanding attitude taken by newspaper editors in Frisco territory, toward the problem of a fair and just regulation of transportation competition, are these two articles from the *Southwest-American* of Fort Smith, Ark., and the *News of Baxter Springs*, Kan. Editor C. A. Ver Beck wrote the article in the *Fort Smith* paper, and the editor of the *Baxter Springs News*, quotes the *Cherokee County Retailers Bulletin* as a portion of his editorial remarks.

The articles follow:

HOW ARE YOUR TAXES?

From *Baxter Springs*, (Kan.) *News*

Those who are paying their 1930 taxes at this time of the year will probably give some serious thought to the warning in the *Cherokee County Retailers Bulletin* last week.

The bulletin reads:

"Here are a few figures that should wake up some of you merchants who are accepting freight shipped in on these trucks: In 1930 the taxes paid in Cherokee county by the Frisco railroad, the M. K. T. Railroad, and the N. E. O. Interurban line amounted to \$151,519.75. The bus and truck lines spent but \$261.72. In addition to this Cherokee county spent approximately \$15,000.00 during the month of October for the maintenance of the gravel roads which these busses and trucks wear out. The corrugated washboard roads that we have in Cherokee county are caused by this heavy truck traffic. There is practically no up-keep necessary on the gravel roads in the county which are not used by these trucks.

"It seems that it is a matter of economical business to refuse to accept freight shipped by truck when the above figures are taken into consideration.

"We have recently been advised that one firm in the county is insisting that all their shipments be made by rail. In a recent order given Folger Coffee Company they specified that unless the shipment came by rail they would refuse it. The salesman tried to explain why the truck service was better, but the merchant stood pat and the order was shipped by rail.

"If other merchants of the county would follow this example when placing the orders with wholesale houses, and especially the packing houses, the truck service of Cherokee county would soon be a thing of the past. If something isn't done in the very near future the railroads will be compelled to further curtail their service until the towns in Cherokee county will be nothing but whistling posts for the through freight traffic."

Another phase of this question that should be of interest to the retail merchants can be disclosed if he will but study his books for the number of customers which he has among bus line employees. How far would the business men of Baxter Springs go to bring an industry here which would place in Baxter Springs a payroll such as the Frisco railway company has here? We should make some effort to keep that which we have.

RAIL REVENUES

From *Southwest American*,
Fort Smith, Ark.

A large part of the public is not particularly perturbed over the plight of the railroads. Many persons may have read a piece in the paper or heard a speech over the radio, telling of the railroads' problems, but they haven't paid much attention to them.

The time is coming, however, when these problems are going to come pretty close to home, if they haven't already.

Most of us think of the railroads as large corporations with inexhaustible supplies of money and resources which can stand any kind of hard luck or hard times. We know, of course, that the busses and the trucks have made a hole in their incomes, but what of it?

Well, there's this "of it." A survey was made recently in Fort Smith of the pay roll of railroad men whose homes are in Fort Smith, and who do their trading here. It was found that the railroads are distributing today at the rate of \$300,000 a year less than they did two years ago. That isn't nice to say and it is adverse publicity for the city. It wouldn't be cited here except to show how this problem is coming home to us.

Some railroads, to meet the new competition, have asked and secured permission to put in lower rates—two cents a mile, for instance—for passenger fare, to compete with the busses. That means smaller revenue. Smaller revenue means economy somewhere along the line—reduced wages or reduced overhead.

The railroad overhead includes taxes. The railroads are the largest taxpayers in nearly every county in Arkansas. The next step will be a reduction in the amount of taxes they pay, which will be based on lower valuations. Loss of taxes from the railroads will mean forced economy in government administration and in school funds.

The probable result? One of two courses is open to the state if it would maintain its tax revenues so far as the railroads are concerned. Either the roads must be protected in the matter of competition, or the deficit resulting from railroad tax reduction must be made up from the agencies which have taken the business away from the railroads.

GENIALITY GETS TRAFFIC

(Continued from Page 8)

rides with me regularly," Mr. Worthington related. "This is his third trip. He is slightly incapacitated and when he rides with us he feels that we are personally interested in making his trip a comfortable one.

"And let me tell you something," he said. "I sell Frisco and Pullman service because I believe in it. Now, just look at the rooms on this Pullman—look at that section. Just sleep in a section tonight and you'll always take one. Roomy and comfortable. There isn't any finer or more comfortable equipment on any line. I'm sold on it myself and it isn't hard to advise patrons that there are features on our train that will add to their comfort.

"I've been on Frisco Lines for seven years. I have seniority on any road in the Memphis district, but I wouldn't leave the Frisco and my runs, 105-106, 107-108, because of my friends and because I just plain like it."

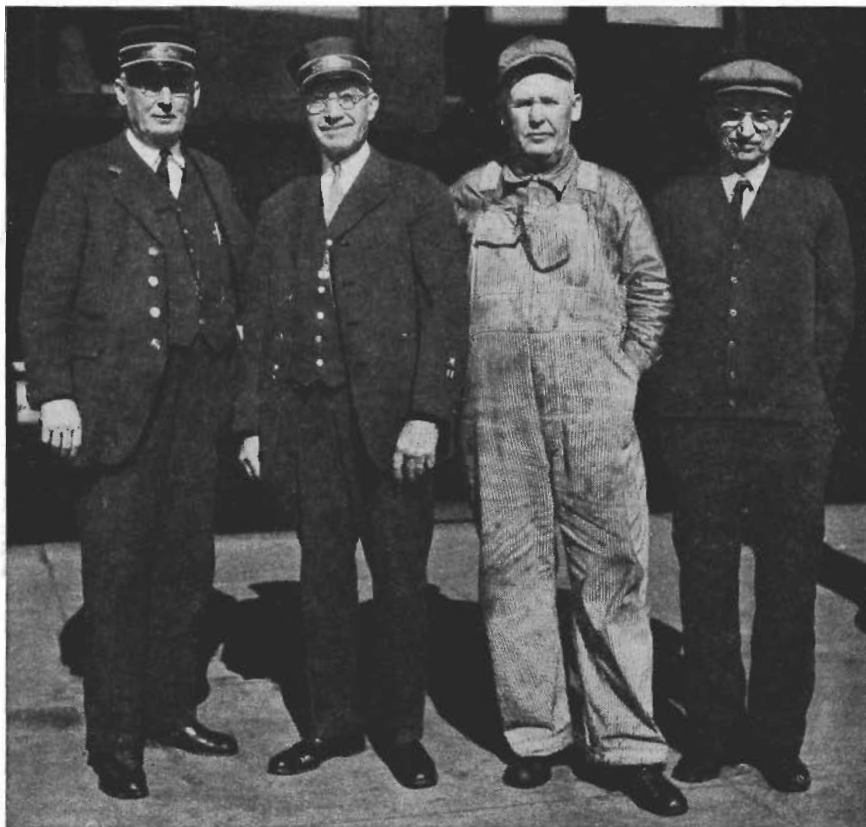
It would be difficult to estimate the number of cars of freight, the passengers and L. C. L. shipments which have been secured through courtesies extended patrons on Mr. Worthington's trains. Tips which he secures on business are wired to the traffic officials at both ends of his run, and those who know him well say they do not yet understand how he is responsible for so many cars and so many passengers. However, to ride with him for a short distance brings out the fact to the patron that he is so thoroughly loyal and accommodating, that they have a desire to return the courtesy in car loads of freight for the Frisco Lines.

He has had as passengers such well-known personages as Leon Tolstoy, Russian lecturer; Schumann-Heinck; Mary Garden, and any number of Congressmen.

And he has a hobby, which is the study of old and rare books. "And look here," he said, as he rooted in his suitcase. "Here's an Almanac. I study it between times, and there isn't a question these patrons can put to me that I won't be able to answer. If I don't know it, I can almost always find the answer here. I like to talk intelligently with a man about his business, whether it is law, agriculture or banking.

"The little I've been able to accomplish," he says modestly, "is due to the faith which Walter M. Wiggins, an inspector for the Pullman Company, had in me. He made a trip with me the first day I was made a Pullman conductor and he told me, 'I believe you

Make Perfect On-Time Record For Four Months



Left to right in the picture above are: M. B. Holland, brakeman; Wm. Dunigan, conductor; Tom Holland, engineer, and L. B. Stallsmith, express messenger.

EVEN in these days of up-to-the-minute railroading on Frisco Lines, the 100 per cent on-time record of Motor 2110 stands out. This car, manned by Engineer Tom Holland, Conductor Wm. Dunigan, Brakeman M. B. Holland, and Express Messenger L. B. Stallsmith, works on a complicated "turn-around" in the Joplin district, and has never been a minute late in more than four months.

Every day at 12:50 the car leaves Joplin for Columbus, returns to Joplin by Carl Junction, leaves Joplin at 3:15 in the afternoon for Baxter Springs and returns again to Joplin, then leaves Joplin again at 7:15 and makes a round trip run to Afton, ty-

ing up at Joplin at 11:10 p. m.

"We're pretty proud of this record," Engineer Holland said. "We run on 8 trains, go around 10 'Y's' and have a schedule up to 32 miles an hour, yet we've kept the car right on time since October. Even during the Christmas rush, when the express compartment was piled clear to the roof with packages, we managed to make our schedule."

The service of this crew totals 138 years. Holland, the engineer, has 39 years and his brother, the brakeman, has 26. Dunigan has been a Frisco worker for 41 years and Stallsmith's service totals 32 years.

have excellent qualities for this position and will make one of our best conductors. Remember that courtesy, tact and loyalty make a fine combination and I'm going to watch your future with interest."

He has made good. He has been loyal and alert since his first day's service, and his regular patrons say that it is a pleasure to ride with him.

Local Color

He: "You look like Helen Brown."

She: "I know it, but I look a whole lot worse in light colors."

Making Matters Worse

She: "Go, if you must, but you are leaving me without reason."

He: "I always leave things as I find them."

HE WELCOMED FRISCO

(Continued from Page 5)

hunting guns, buffalo heads, Indian dresses, and the tourists may order a modern dinner. Behind the trading post is a tourist camp, and to one side, under a roughly made board covering, are three old stage coaches, relics of pioneer days.

He has transferred some of the most prized possessions of his pioneer days, and it is here that one steps from the outside world into an old trading post that is complete to the most minute detail, even to the old bar with its brass rail.

Across the road are a bunch of "calico" ponies, and on state occasions, "Pawnee Bill" uses them. Senator Curtis was a visitor at Pawnee on September 28, 1928, and "Pawnee Bill" saw that he was given a western welcome, and one old stage coach was hauled from its resting place and was one of the "exhibits" of attraction.

He took a group of 118 Indians to Washington when Hoover was made president, and he is a colorful figure in Oklahoma affairs. His home is an open house for all visitors, and he has met, at some time or another, all the important personages of the country. Paintings of western scenes hang on his walls, gifts from artists of fame, and his home is a veritable treasure chest of old relics, which most appropriately should surround the life of this pioneer Oklahoman.

Mrs. Lillie, who for years traveled with the show and was a feature, is a most gracious hostess to her thousands of visitors. These two, who have known Oklahoma from its pioneer days to its day of millionaire oil men, railroads and modern civilization are known and beloved by all Oklahomans and number countless thousands of people throughout the United States and abroad among their friends.

Nothing would induce them to leave Pawnee. In their delightful home they have surrounded themselves with a truly pioneer western environment. Fame and friends have come to them. But "Pawnee Bill" carries out his own individual ideas by being seen in his native town and on the roads surrounding it, riding in a brilliant yellow Pierce Arrow with a Frisco chime whistle for a horn.

Claire: "Why didn't you shave this evening?"

Bill: "I shaved this morning and it makes my face sore to shave twice a day."

Claire: "Well, it makes my face sore when you only shave once."

TRIBUNE CHAMPIONS R. R.'S

(Continued from Page 7)

Just what moneys the railroads pay to the State of Oklahoma in taxes I do not know. I have not the figures at this writing, but they are obviously considerably in excess of those paid in South Carolina. The railroads annually pay in taxes to the public treasury of South Carolina about \$5,000,000, a sum which goes far toward liquidating the educational bill of the state. The commercial trucks and busses should be taxed on a par with the railroads, taking into consideration the fact that the railroads construct and maintain their tracks, while the commercial trucks and busses use highways given to them.

Rail travel is going to serve the public needs for a long time yet to come. We are not ready to allow the railroads to become streaks of rust.

There are solutions to the railroad problem. One is for the government to take over the railroads. Protest arises whenever this suggestion is made. It is contended that the government is incompetent to conduct the business. Maybe so. But if the government did take over the railroads, the first thing the government would be forced to do would be to compel all passenger, freight and express business to use the rails only. The government permits no private competition with its mail business. It would do the same with the rails. If that is not done, then the government must give the railroads a fair break. And now the railroads are not getting it.

The railroads cannot operate on hot air. They cannot pay millions in taxes and millions in wages without business. Railroads cannot live on through freight alone and through freight rates must increase if through freight is the only kind of business the railroads are to get.

The railroads constitute probably the largest single agency for employment of labor. The bus and truck business cannot absorb railroad labor without so completely monopolizing the public highways that the individual auto driver will be run off. Then the state must build highways all over again to provide roads for the private auto. That is what the bus and truck business as it now operates will ultimately force us to.

Old King Coal is a gloomy old soul,

All the joy of his life has palled.

He called for his pipe and he called for his bowl,

And he called—and called—and called!

BUSINESS NEEDS CHARACTER

(Continued from Page 9)

the public will have more confidence.

Would it not be well to make a great effort to do away with wild speculation by having the government refuse corporations the right to issue stock except in the amount of capital paid in? Has not No Par stock been gambled in to such an extent the public doubts whether there is a good stock on the market today, and, therefore, will not invest?

If we will all work to the best of our ability, recognizing above everything else supply and demand, together with the cost of producing and manufacturing goods, and then a fair and reasonable price put on them, business will increase and continue to increase. So far as my company is concerned, we will expand to the extent to which we can sell our products, taking into consideration quality and price, and as our Good Will grows we hope to make a reasonable increase each year.

R. R. TABBY LOSES FOOT

Monett's railroad tabby, which made the pages of the *Frisco Employees' Magazine* several years ago, and which occupies a place set apart in the hearts of the men at the yardmasters' office there, is recovering from a serious accident.

As will be recalled from the first story, she ventured too close to a moving freight train one day and one front foot was cut off beneath the moving wheels. This accident slightly slowed up her activities in getting around the yard, and recently she was attacked by a dog, which grabbed one hind leg and practically severed it from her body.

But the cat is a fixture in the yardmaster's office, and there isn't a man there who would not fight for her. They dug down in their pockets and took up a collection and sent her to a hospital where the leg was properly amputated.

After her sojourn in the hospital, she was returned to the yardmaster's office where she gets around as best she can on her two good legs. She does not venture far from the office, but prefers to be around her benefactors.

At this time she is between eight and ten years old, and of all the homes she has been offered, she prefers the railroad atmosphere, where she is contented to bask in the sun, eat from the lunch kits and end her days with her railroad friends.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent, St. Louis

WE certainly got off to a "flying start" toward our 1931 goal in fuel saving, the January performance being the best in comparison to the same month previous year for the past several years. Weather conditions, of course, had a great deal to do with this, since most of us will recall the exceptionally cold weather we had during January, 1930, as compared to the mild January this year. At any rate, it is pleasing to note the extremely good showing made during January in all classes of service.

Freight service shows a reduction of a little more than 20 per cent performance for January this year being 167 pounds per 1,000 gross ton miles for the system as compared to 210 pounds per 1,000 gross ton miles in January last year. Despite the reduction in volume of freight business handled, train haul increased from an average of 1,281 tons January last year to 1,403 tons January this year. All divisions on the system made a reduction in their freight fuel performance.

In passenger service the performance for January this year was 15.6 pounds per passenger car mile as compared to 18.6 pounds per passenger car mile January last year, a reduction of slightly over 16 per cent. The train haul in passenger service increased slightly, the average cars per train January this year being 6.97 as compared to 6.41 cars per train a year ago.

In switch service the performance decreased 7.74 per cent, the pounds fuel per switch locomotive mile being 155 January this year as compared to 168 January last year.

All divisions made a decrease in their performance in passenger and switch service with the exception of the Central division, this division having an increase of only .6 pound per passenger car mile in passenger service and 1 pound per switch locomotive mile in switch service.

The reduction in performance in all three classes of service January this year, as compared to January 1930 amounted to approximately 25,000 tons of coal—fuel oil equated to coal on the basis of 4 barrels of oil equal one ton of coal.

When we consider this amount of fuel loaded into coal cars and realize that the saving amounts to approximately 500 car loads, not only the value of the coal but the additional saving represented by not having to

haul the coal from the mines or the fuel oil from the refineries to the point of consumption, the handling, etc., we may then realize what it really means to put forth every effort possible to continue to reduce this item of expense.

As usual, several good performances have been called to our attention during the past few weeks, some of which are quoted herein:

EASTERN DIVISION

Rolla Sub: Engineer MOORE, fireman BUNCH, with four cars in train No. 12, engine 1022, Newburg to St. Louis, January 29, made 29 stops, consumed 835 gallons of oil, performance 1.52 gallons per passenger car mile which is very good for local passenger service.

Lebanon Sub: Engineer SNYDER, fireman GOODSON, conductor CHERRY, train 38, January 13, handled 392,700 gross ton miles, used 16 tons of coal, performance 80 pounds per 1,000 gross ton miles. This between Springfield and Newburg.

Springfield Sub: Engineer DAVIDSON, fireman SUTTON, train 32, January 29, Monett to Springfield, engine 14, handled 151,844 gross ton miles, consumed 8 tons of coal, fuel performance 105 pounds per 1,000 gross ton miles.

SOUTHWESTERN DIVISION

Engineer RENO, fireman BAILEY, January 9, handled 1,990 tons, Afton to West Tulsa, engine 4152, train 439, consumed 806 gallons of oil, performance 5.2 gallons per 1,000 gross ton miles.

Engineer BEELER, fireman ROBINSON, January 27, engine 4162, train first 438, handling 258,648 gross ton miles, burned 13 tons of coal, performance 100 pounds per 1,000 gross ton miles. This is an exceptionally good performance for coal burner.

Engineer DUBUQUE, fireman BOYNE, train 10, January 28, engine 1518, handling 12 cars, Tulsa to Afton, consumed 805 gallons of oil, performance .88 gallons per passenger car mile.

WESTERN DIVISION

Engineer DOREMUS, fireman DECKER, January 17, Enid to West Tulsa, handled 225,000 gross ton miles, consumed 1,800 gallons of oil, performance 8 gallons per 1,000 gross ton miles.

Engineer POTTER, fireman YOUNGMAN, January 20, Enid to West Tulsa, handling 216,480 gross ton

miles, consumed 1,650 gallons of oil, performance 7.6 gallons per 1,000 gross ton miles.

Engineer HAWLEY, fireman SPARKS, January 19, Enid to West Tulsa, handled 200,608 gross ton miles, consumed 1,650 gallons of oil, performance 8.2 gallons per 1,000 gross ton miles.

NORTHERN DIVISION

Engineer PHILLIPS, fireman A. MALMGREN, January 22, train 332, engine 4031, Wichita to Neodesha, Mr. Malmgren reports handling 2,033 tons out of Wichita, 2,613 tons out of Beaumont, a total of 248,068 gross ton miles handled on the entire trip, 11 tons of coal were consumed, making a performance of 88.7 pounds per 1,000 gross ton miles.

Fuel Supervisor H. T. Conley, while at Kansas City recently, reports the following check on the amount of coal used each hour as it was kept by fireman J. W. STARRS, engineer W. CUMMINS, on engine 3672 in the Kansas City yards. From 7:00 a. m. to 3:00 p. m. a total of 522 scoops of coal were used, an average of approximately 65 scoops per hour and represents a performance of 115 pounds per switch locomotive mile for the 8-hour shift.

SOUTHERN DIVISION

Engineer RIGGS, fireman McGILVRY, engine 27, train 135, Springfield to Thayer, January 19, 264,000 gross ton miles, performance 151 pounds per 1,000 gross ton miles.

Engineer FISHER, fireman POWELL, engine 4211, train 131, Thayer to Yale, January 15, handled 408,000 gross ton miles, performance 58 pounds per 1,000 gross ton miles.

Engineer FROMMEL, fireman JUDKINS, engine 1527, train 106, Memphis to Thayer, January 17, 2,016 passenger car miles, performance .89 gallon per passenger car mile.

Engineer CAHILL, fireman TURNER, engine 1527, train 106, Thayer to Springfield, January 17, 1,932 passenger car miles, performance .93 gallon per passenger car mile.

Engineer McELVANEY, fireman TYREE, engine 4218, train 131, Thayer to Memphis, January 23, handled 374,000 gross ton miles, performance 80 pounds per 1,000 gross ton miles.

Engineer ECHLES, fireman WHITE, engine 1520, train 105, Springfield to Thayer, January 29, 1,380 passenger car miles, performance .87 gallon per passenger car mile.

Engineer LEE, fireman WOOLDRIDGE, engine 4212, train 131, Thayer to Memphis, January 25, handled 436,000 gross ton miles, performance 68 pounds per 1,000 gross ton miles.

Engineer DEAN, fireman J. NOLAN, engine 1525, train 105, Yale to Amory, February 2, 1,230 passenger car miles, performance .65 gallons per passenger car mile.

Engineer WILSON, fireman HENRY, engine 4218, train 928, Amory to Yale, January 12, handled 337,000 gross ton miles, performance 71 pounds per 1,000 gross ton miles.

Engineer BUSHNO, fireman GIBSON, engine 4211, train 135, Thayer to Yale, February 13, handled 472,000 gross ton miles, performance 55 pounds per 1,000 gross ton miles.

Following two performances on Grand Opera special, Memphis to Springfield, February 15:

Engineer HUDDLESON, fireman DAVIS, engine 1523, train third 106, Memphis to Thayer, 1,728 passenger car miles, performance .93 gallon per passenger car mile.

Engineer GARY, fireman McBRIDE, engine 1523, train third 106, Thayer to Springfield, 1,656 passenger car miles, performance 1.1 gallons per passenger car mile.

Yale Yard—February 1, engine 987, engineer WALKER, fireman JOLLY, 125 pounds. February 2, engine 3694, engineer SIMMONS, fireman LOGSDON, 83 pounds. February 3, engine 1204, engineer FELTS, fireman CAMP, 25 pounds. February 4, engine 1206, engineer EVANS, fireman MILLER, 125 pounds. Engine 3679, engineer THOMAS, fireman WATTS, 83 pounds. February 4, engine 951, engineer VAUGHAN, fireman COKE, 125 pounds.

RIVER DIVISION

Engineer EDWARDS, fireman KNOWLTEN, handling 7 cars on train 801, December 26, engine 1036, St. Louis to Chaffee, 995 car miles, performance .95 gallons per passenger car mile.

Engineer BARCLAY, fireman TALLY, engine 4010, train 832, February 13, 755,000 gross ton miles, Yale to Chaffee, performance of 66 pounds per 1,000 gross ton miles.

Engineer HILDERBRAND, fireman JERRELL, engine 4006, train 832, February 7, 568,800 gross ton miles, performance 98 pounds per 1,000 gross ton miles.

Engineer LIPPARD, fireman HILDERBRAND, engine 4010, train 832, February 9, handled 331,500 gross ton miles, Chaffee to St. Louis, performance 90 pounds per 1,000 gross ton miles.

MERITORIOUS SERVICE

SOUTHERN DIVISION

January 23—A. J. Garner, brakeman, Thayer, Mo., noticed brake rigging down as train passed him at Sedgwick, and gave stop signal to rear brakeman. Five merits.

February 4—J. M. Crocker, crossing flagman, Byhalia, Miss., noticed brake hanger broken and brake beam dragging and called it to the attention of the crew. Five merits.

January 31—J. D. Holland, brakeman, Thayer, Mo., found broken arch bar on car of gasoline. Commended.

February 4—R. C. Holmes, conductor, Thayer, Mo., found a broken flange on a car of pig iron. Commended.

February 7—T. J. Connell, yardmaster, Dora, Ala., discovered four inches of flange broken on inside of car wheel. Commended.

EASTERN DIVISION

February 5—W. P. Copening, operator, West Lebanon, Mo., used his own time and automobile to call signalman when there was block trouble. Ten merits.

Engineer WOODS, fireman HOUSEMAN, engine 4022, train 832, February 8, Yale to Chaffee, handling 832,500 gross ton miles, consumed 30 tons coal, performance of 72 pounds per 1,000 gross ton miles. Extremely heavy train and nice performance.

Engineer WM. WELKER, fireman MILLER, conductor LLOYD, engine 4010, train 832, February 6, handled 502,000 gross ton miles, Yale to Chaffee, performance 71½ pounds per 1,000 gross ton miles.

TEXAS LINES

Engineer WYATT, fireman DEW, engine 1240, train extra north, January 10, handled 153,425 gross ton miles, Ft. Worth to Sherman, performance 8 gallons per 1,000 gross ton miles.

Engineer R. B. SNOW, fireman J. H. BROCK, engine 1240, train extra north, January 23, Ft. Worth to Sherman, handled 140,000 gross ton miles, performance 7 gallons per 1,000 gross ton miles.

Engineer C. C. CLARK, fireman A. R. PAYNE, engine 630, train 5, January 6, Brownwood to Menard, handled 338 car miles, performance 1.3 gallons per passenger car mile.

Engineer J. M. TURNER, fireman GALBREATH, engine 142, train 46, January 6, Menard to Brownwood, 31,340 gross ton miles, 26 gallons per 1,000 gross ton miles. This is a saturated engine.

January 23—Roy Arnold, brakeman,

North Springfield, Mo., discovered and extinguished a fire at Crocker. Fifteen merits.

NORTHERN DIVISION

January 24—B. C. White, conductor, Fort Scott, Kan., discovered part of tread broken on car wheel and set car out. Ten merits.

January 26th—E. M. Estus, agent, Everton, Mo., stopped train and advised conductor that something was dragging, which upon investigation proved to be a brake shoe dragging on the rail, the brake hanger being broken. He has also made similar discoveries in the past. Five merits.

CENTRAL DIVISION

C. R. Messer and M. L. Cundiff, brakemen, assisted yard clerk to load three cars of stock at Madill, Okla., avoiding considerable delay. Five merits each.

J. L. Sparks, fireman, called section foreman's attention to broken rail. Five merits.

RIVER DIVISION

W. M. Webber, agent, Burdette, Ark., and Al Robert, switchman, Cape Girardeau, Mo., each given a letter of appreciation for their activity in securing signatures to bus and truck petition.

J. W. Summers, agent, Wittenberg, commended for his activity in securing shipment of walnut lumber via Frisco, when it had formerly moved via truck.

M. B. Craig, and L. A. Kelly, brakemen, assisted in making repairs to empty tank car which was found with grab iron loose at Bloomfield, January 1.

L. M. DeBerry, conductor, and W. B. Featherston and Howard Cline, brakemen, given letters of appreciation for alertness in finding and correcting condition where plugs on top of car were found out of bunkers and on top of car without safety chains.

A. G. Stubbs, porter, given letter of appreciation for his interest in solicitation work.

C. Coker, conductor; O. A. Owens, brakeman; Ed Cable, engineer, and D. C. Rogers, section laborer, discovered and extinguished fire in car stored at Brooks Junction, December 28. Ten merits each.

M. L. Smith, conductor; Ora McCain, engineer; J. W. Pepple, fireman, and V. R. Kelley and O. T. Martin, brakemen, discovered fourteen inches of flange broken off car at Caruthersville.

J. S. Lloyd, conductor; I. H. Wood, engineer; T. P. Johnson, fireman; H. A. Smith, T. H. Ancell, and G. D. Moore, brakemen, given ten merits each for their prompt action in pulling cars away from fire at seedhouse, Bassett.

A. W. ARNETT HONORED

City Ticket Agent Elected President St. Louis Passenger Club

IN AN election held January 24, Alex W. Arnett, the Frisco's widely known St. Louis city ticket agent, was chosen for the presidency of the St. Louis Passenger Club, an organization comprised of rail and steamship lines' St. Louis passenger representatives.



A. W. ARNETT

Arnett has been with Frisco Lines since April, 1924, when he entered service in the ticket office at the Grand Central Station, Memphis. In the fall of that year, he was transferred to the Birmingham city ticket office and after a short time there, returned to Memphis as assistant city ticket agent. He was transferred from there to Tulsa, where he remained about two and a half years, serving first as ticket agent and later as passenger agent. He came to St. Louis June 1, 1927, in his present capacity. Before coming to Frisco Lines, Arnett served several years in the traffic departments of the Cotton Belt and Missouri Pacific railroads.

He was born in Fredericktown, Mo., attended grade and high school there and later went to the University of Missouri. He married Miss Wilton Wallace of Little Rock, Ark., in 1923. They have one daughter, Lois Arnett, who is six years old.

St. Louis U. Basketeers Use Frisco



The stalwart young athletes in the photograph above comprise the St. Louis University basketball squad, which entrained on the Frisco's No. 9 February 9, beginning a trip on which they played the University of Arkansas at Fayetteville and Oklahoma A. & M. College at Stillwater.

Left to right in the back row are: Hugh Wright, the team's publicity director; Barney Oldfield, assistant coach; Mike Nykos, coach; Roberts, Willetts, and Ham Strong, assistant coach.

Middle row: Grandone, Phinkert, Shea, J. Kennedy, McCarthy, and Louis Kramp, student manager.

Bottom row: Gorman, Cullen, McPortland, Capt. Hunt, Padberg, F. Kennedy, and Bob Bauman, trainer.

CASUALTIES DOWN 44.9%

Total casualties on Frisco Lines decreased 44.9 per cent during January of this year, compared with the same month of last year, according to a statement issued February 4 by H. W. Hudgen, director of accident prevention, Springfield, Mo. Casualties among employes decreased 55.8 per cent and among non-employes 8.1 per cent in the same comparison.

Among employes the greatest decrease was effected in the transportation department—a reduction of 63.3 per cent during January of this year, in comparison with the same month of 1930. Maintenance of way department was second with a 55.1 per cent decrease and the mechanical department was third with a 55 per cent decrease during January, both in comparison with that month of 1930.

Among the different classifications of non-employes, the best record was made among licensees—a reduction of 50 per cent was recorded in this classification during January of this year, in comparison with the same month of 1930. Second greatest reduction was among autoists, amounting to 25 per cent during January, compared with the preceding January. Casualties among passengers remained the same.

SOUTHERN DIVISION SAVES

The progress that is being made in the war against per diem along the Southern division front is clearly shown in the cases of rapid handling below which were reported by S. J. Frazier, superintendent of that division.

On January 5, Car L&N 15581, was received from connection Atmore loaded with 5,500 pounds of L. C. L. merchandise by local train 952, manned by Conductor Dearing and Brakenien Ennis and McCrory. They worked this car at Frisco City and emptied it by transferring into system box. The empty car was returned to the L&N by No. 931 on the same day, thus eliminating per diem.

On January 7, Conductor Neal and Brakenien Harrison and Macon, on train 951 out of Magnolia picked up Southern 150186 loaded with hardware for Coy. Ala., following which Neal got in touch with the consignee and asked him if he would try to unload it so that No. 952 could return it, and this car was moved back to Kimbrough on that train.

On January 8, Conductor Dearing had merchandise cars Southern 161847 and 271634 in train 951, out of Kimbrough and handled them through to Frisco City. Conductor Neal, on 952, delivered them back to the home line on the same day.

The Pension Roll

WILLIAM ITHAMAR ELLIOTT, roadmaster, Fort Scott, Kan., was retired December 31, 1930, having reached the age limit. He was born in Brecksville, O., November 18, 1860, and attended grade and high school in Ohio. He studied railroad engineering by correspondence and after engaging in several kinds of work, entered the employ of Frisco Lines as a section laborer at Mulberry, Kan., April 13, 1886, serving in that capacity until March 1, 1890, when he was promoted to foreman at Anna, Kan. He was transferred to a like position at Mulberry, November 1, 1895, and June 21, 1907, was promoted to roadmaster on the Parsons subdivision with headquarters at Pittsburg, Kan. In the fall of 1909, he became roadmaster of the Afton sub-division with headquarters at Pittsburg and about a year later was sent in the same capacity to the Kansas City sub-division with headquarters at Fort Scott, and March 1, 1917, was transferred back to Afton sub-division. On December 1, 1923, he went back to the Kansas City sub-division and served there as roadmaster until retirement. He married Bursheba Elizabeth Condiff at Mulberry, December 31, 1885, and to them were born two sons and two daughters, all of whom are living. One son, Charles L. Elliott, is now in service as a roadmaster on Texas Lines. Mr. and Mrs. Elliott live at 102 North Barbee Street, Fort Scott. Continuous service of 44 years and 8 months entitles him to a pension allowance of \$109.35 a month, effective from January 1, 1931.



W. I. ELLIOTT

JESS PIERCE, crossing watchman, Mountain Grove, Mo., was retired December 31, having reached the age limit. He was born in Benton County, Tenn., December 30, 1860, and was educated in Missouri. He began his railroad career with a carpenter gang on the Cotton Belt, about 1887, working for that road approximately six months and in 1899 worked for the

Five Frisco Lines veteran employes, with combined service of 150 years and 7 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held January 15, 1931, at the St. Louis general office.

Missouri Pacific for about seven months. He entered the employ of Frisco Lines, July 27, 1882, working in a carpenter gang at Thayer, Mo., and in May, 1900, was transferred from the B. and B. department to the water service. He became crossing watchman at Mountain Grove in 1922. He married Nannie Deatley at Hartville, Mo., June 20, 1894, and to them were born a son and a daughter, both of whom are living. Mr. and Mrs. Pierce live at Mountain Grove, Mo. Continuous service of 30 years and 7 months entitles him to a pension allowance of \$21.05 a month, effective from January 1, 1931.

JAMES WESTON DOWNIE, B. and B. carpenter, Sapulpa, Okla., was retired December 31, 1930, having reached the age limit. He was born at Stronach Mountain, Nova Scotia, December 4, 1860, and was educated there. After working several years as a farmer and carpenter, he entered the service of Frisco Lines with a B. and B. carpenter gang out of Sapulpa, January 2, 1906, and from 1906 until 1921 was head carpenter in the shops at Sapulpa and then went on the road. He married Rovenia Cullins, January 1, 1886, at Greensburg, Kan. His second marriage was to Margaret Simpson at Sapulpa and took place July 20, 1906. Mr. Downie had three children, all of whom are living. Both wives are dead. He lives at 415 South Poplar Street, Sapulpa. Continuous service of 25 years entitles him to a pension allowance of \$29.60 a month, effective from January 1, 1931.



J. W. DOWNIE

GEORGE DUNCAN TATE, section foreman, Seneca, Mo., was retired October 9, 1930, because of total disability. He was born at Pierce City, Mo., April 3, 1869, and was educated in the public schools there. He entered service of Frisco Lines in 1887 as a laborer on a fence gang at Wentworth, Mo. Later he served successively as section foreman at Pierce City, Tulsa and Wyandotte. He married Hannah Thorpe at Pierce City in 1893 and to them were born eleven children, nine of whom are living. Mr. and Mrs. Tate live at Seneca. Continuous service of 24 years entitles him to a pension allowance of \$27.35 a month, effective from November 1, 1930.

AUGUST RALSTON, brakeman, River division, was retired November 11, 1930, because of total disability. He was born at Williamsburg, Pa., July 10, 1864, and was educated in the schools of Jefferson County, Mo. He entered railroad work at the age of twenty-two and after several years with other roads, came to Frisco Lines on June 23, 1904, as a brakeman on the River division. He married Gertrude Whitaker at Bloomfield, Mo., April 14, 1923. Mr. Ralston had two children, both of whom are living. Mr. and Mrs. Ralston live at Bloomfield, Mo. Continuous service of 26 years and 4 months entitles him to a pension allowance of \$55.20, effective from December 1, 1930.



A. RALSTON

HENRY R. VANCE, veteran locomotive engineer, of Enid, Okla., died suddenly in a hospital, there, January 21. He was ill only a day before his death. He lived in Enid twenty-six years. Survivors are his widow, Mrs. Pearl Vance; two daughters, Dorothy Vance who lived at home and Mrs. Pauline Miller; two grandchildren, and three sisters, Mrs. Martin Chellew of Clearwater, Kan.; Mrs. John Coonrod of Arcadia, Kan., and Mrs. Hettie Rundell of Hollywood, Calif.

In Memoriam

HENRY R. VANCE

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Jimmy Takes a Trip With the March Wind

OUTSIDE the wind was whistling. Whistling around the corners of the house, swaying the trees to and fro, and the old barn, back of the house seemed to brace itself, while the wind, angered that it was not able to topple it over, made all the loose boards creak and groan.

Jimmy lay in bed and watched the big apple tree close to his window. The branches swayed and dipped, and the wind whistled and hissed. Jimmy could imagine those limbs with leafy branches. He even pictured the old tree, with its fragrant blossoms, bending and tossing about. Once in a while one of the branches would scrape against the window pane.

Jimmy pulled the covers tighter around him and only left a tiny little peekhole for his eyes. My, that wind sounded cold! A regular March night. He was glad, yes thankful, that he had a warm house and a warm bed and that mother was nearby and if he got frightened, why, of course, he could just call, but no, he wouldn't do that. That would be like a scared-cat, and Jimmy wasn't that. No, sir!

Oh, it must have been hours later—anyway, a big, yellow moon had come up, and it shone through the window and the room was as light as day. Jimmy sat up in bed. Something had awakened him.

"Doo-oo—u hear me knocking—little boy—whee—eeee!"

What was it? Jimmy was startled. He looked all about him.

"Here I a-a-a-m," said the voice in a weird tone. "I'm—the March wind—I'm looking in your window—open it quick!"

Jimmy cautiously slid to the floor and went to the window and opened it. In rushed the wind.

It would be possible to think that Jimmy was frightened, as the wind swept around the room and blew his little night dress. Jimmy watched its antics. The wind had a long, white beard and long, flowing robes, and as it circled the room, Jimmy became fascinated. He could not take his eyes off this strange figure.

The wind swept around and around the room—and every once in awhile it would touch something with its

hand and whether it was the bed-clothes, or a dresser runner or a rug, it would turn itself over.

"How would you like to go for a ride in the sky?" the Wind asked. And then before Jimmy had time to answer, it had closed its arms around him and out the window they went.

There in the sky was the big, yellow moon. Now, Jimmy had never been in an airplane, but the Wind whisked him here and there at lightning speed. They swung low and touched the tree tops, and they soared high until Jimmy felt that he could almost touch the moon with his hand.

"What does your father do?" asked the Wind.

"He runs a big locomotive, but he's way off now. He's some 50 miles from here," said Jimmy.

"Fifty miles? Whee—e?" said the wind, and it soared higher and higher. We'll catch his train."

"Oh, but you can't—it's far away," said Jimmy.

"What's his locomotive number?" said the Wind.

"It's the 1503," said Jimmy.

And so they soared and soared—far into the country, but they traveled at great speed and soon they saw the long form of a train. The Wind, gathering Jimmy close, swooped down by the side of the engine.

"Here it is," said the Wind, and Jimmy looked and it was the 1503.

And then Jimmy looked up and there was his father, leaning out of the cab, searching the track ahead, while the train sped on.

"Oh, Daddy," he screamed.

"He can't hear you," said the Wind.

They passed town after town, lights twinkling in the distance. Sometimes they would swoop down close to the houses and again they would be far up in the sky.

But in one town they came close enough to see a group of people and the Wind came low.

"Whee-ee" said the wind and he whipped a man's coat open.

"Yes, sir," said the man, "the old Wind is sure sweeping the cobwebs out of the sky," and he buttoned his coat.

"Whe—ee-e!" sung the Wind as he whipped his coat open again.

And then they were off again, soaring, dipping, sailing through the sky.

"But can't they see us?" asked Jimmy.

"Have you ever seen the Wind?" was the answer.

"No—" said Jimmy thoughtfully. "But don't you think you'd better take me home? My mother might worry."

And with that the Wind circled about and with lightning speed tore through the air. You see, Jimmy wasn't cold, for he was in the arms of the Wind—being carried safely and warmly along. Within a few moments the Wind dipped down to a home and Jimmy saw that it was his. The window in his room was open and the Wind gently deposited him in the center of his bed.

"There—now, whenever I knock again, you must let me in," said the Wind and it swept around the room for a moment and then went out the window.

Jimmy scrambled out of bed and put the window down with a bang.

The room was nice and quiet and warm again in a few moments. Outside the old tree was creaking and scratching the house and the window.

Jimmy turned and went into his mother's room.

"Why, what is it, dear?" she said, as she threw back the covers and gathered him close to her.

"Mother, did you ever see the Wind?" he asked.

"Why, no, dear, why?"

"Did anybody ever go sailing through the sky with the Wind?"

"Only in tornadoes, dear, and they very seldom ever lived to tell the tale."

And then Jimmy told her of his ride with the Wind.

"That was a dream, Jimmy—but a lovely one. There is nothing to be frightened of tonight. The Wind has whistled often, and this, you know, is March. Just put your arms around mother's neck and go to sleep."

And soon Jimmy was slumbering peacefully, while the wind whistled outside, and the trees creaked and groaned.

Frisco Children



1—Doyle, son of Ray Smith, Biggers, Ark.; 2—Edna Lee, daughter of Ray Smith, Biggers, Ark.; 3—Orval Burrell, son of J. R. Burrell, Springfield; 4—Mazie Virginia, daughter of Claude Roderick, Ft. Scott and granddaughter of J. A. Amber. Monett; 5—Natalie Ann, daughter of Wm. Seboldt, Springfield; 6—Ruby Lucille and Betty Jo, daughters of Fred Hamilton, Springfield; 7—La Donna Glynn, granddaughter of G. A. Gladson, Tulsa; 8—Oliver W. Michel, nephew of Estelle Hilton, St. Louis; 9—Bennie William Eaves, son of C. D. Eaves, Memphis; 10—Joe Perry Rice, son of J. P. Rice, River division; 11—Mary Francis, Jack and Dorothy, children of James H. Osborn, Springfield; 12—Javanne and Wilma Nell, daughters of W. D. Pouncey, Winfield, Ala.; 13—Paul Joseph and James Richard, sons of Paul J. Gaytor, Springfield.



Homemakers' Page



Big and Little Cabbages

By ANNE SCHUYLER

AMONG certain people there is a prejudice against cabbage. Some say it doesn't agree with them. Others claim they don't like it. In almost all such cases the real trouble lies not in the cabbage, but in the way it has been prepared. Instead of being stewed for an hour or more, cabbage should never be boiled for more than from seven to fifteen minutes. Only a small amount of water is needed. Lightly cooked, it retains its delicate green color, its crispness, and, most important from the health standpoint, its vitamins and minerals. During this short cooking it develops no disagreeable odor. In fact, it is quite worthy of a place among the more aristocratic vegetables.

Another great mistake in the usual preparation of cabbage is a total lack of attention to seasoning. The average cook adds salt, nothing more. The true culinary artist knows that in addition to the salt, a small amount of sugar should be used to bring out the natural, delicate sweetness of the vegetable. The sugar makes the difference between a somewhat insipid dish and a truly delicious one. Beside this, it adds to the food value, as it is one of our most concentrated fuel foods. Spices, vinegar and other condiments may also be employed to give variety to cabbage.

Nature herself has seen fit to offer a change in cabbages. The tiny Brussels sprouts have a flavor of their own and can be prepared in many tempting ways. They are usually sold in quart baskets and are somewhat higher in price than the large cabbage, but are well worth the difference as an occasional treat. Care should be taken to choose solid heads with few yellow or wilted leaves. The addition of the correct amount of sugar will insure their having that natural sweetness usually associated with fresh picked vegetables only, even though they may have been shipped half way across the continent.

Cabbage and Tomatoes

- 3 cups shredded cabbage
- 1 cup canned tomatoes
- 1 teaspoon grated onion
- 2 teaspoons sugar
- Salt and pepper

Boil the cabbage in a very little water for five minutes. Drain. Add tomatoes and seasonings. Cook ten minutes more.

Cabbage Salad Melange

- 2 cups finely shredded cabbage
- 2 pimientos, cut in small pieces
- 1 cup celery, cut fine
- 12 olives, chopped
- 4 tablespoons olive oil
- 2 tablespoons vinegar
- 1 teaspoon sugar
- Salt and pepper

Mix all the ingredients together well. Chill and garnish with slices of hard-boiled egg.

German Cabbage

- 2 cups finely shredded cabbage
- 1 sliced onion
- 2 tart apples, peeled and diced
- 3 tablespoons butter
- 3 tablespoons vinegar
- 2 tablespoons sugar
- ½ teaspoon allspice
- Salt and pepper
- 1 cup boiling water

Fry the onion in the butter until soft and yellow. Add boiling water, shredded cabbage and diced apple. Simmer until cabbage and apples are nearly done. Add vinegar, sugar and other seasonings. Cook three minutes more to insure the blending of flavors.

Brussels Sprouts with Parsley Butter

- 1 quart sprouts
- 5 tablespoons butter
- 2 tablespoons lemon juice
- 1 teaspoon chopped parsley
- Salt and pepper
- 1 teaspoon sugar

Remove yellow and wilted leaves from sprouts. Soak in cold, salted water for one hour. Drain. Cook in boiling water, to which has been added salt and sugar, for twenty minutes or until tender.

Drain the sprouts well. Melt butter, add other ingredients. Pour over sprouts.

Brussels Salad

- 3 cups cooked sprouts
- 2 yolks hard-boiled eggs
- 4 tablespoons oil
- 2 tablespoons chili sauce
- 2 tablespoons vinegar
- 2 teaspoons mixed mustard
- 2 teaspoons sugar
- Salt and pepper

AUXILIARY ELECTS HEADS

Unit No. 6 of the Auxiliary to the Frisco Veteran Employees' Association of Kansas City, Mo., met at the home of Mrs. Richard O'Connor, 2630 Bales Avenue, February 5, for the purpose of electing officers for 1931.

Mrs. B. J. Gleason was elected president; Mrs. R. Rich, vice-president; Mrs. Geo. Sleightholm, secretary-treasurer, and Mrs. Ray Batchelor, corresponding secretary. Following the business session, tables of bridge were arranged and refreshments were served late in the afternoon.

A Frisco Recipe

Pecan pie, made from the recipe of Mrs. M. B. Craig of Cape Girardeau, Mo., is vouched for by the Craig family as being "Mother's Best."

Mrs. Craig submits the recipe to *The Frisco Employees' Magazine* for its Homemakers' Page and incidentally becomes a member of the Frisco Women's Club. Dues to this club are one recipe.

Pecan Pie

- 1 cup white sugar
- 1 cup white Caro syrup
- 1 cup Pecan meats
- 3 eggs well beaten
- 1 tablespoon corn starch or flour.

Mix all together and bake in one crust for about forty-five minutes in slow oven. Let cool before serving.

Raspberry Sherbet

- 3 cups fresh raspberries (2 cups crushed or canned)
- 1 cup orange juice
- 2 tablespoons lemon juice
- ½ teaspoon grated orange rind
- 1½ cups Borden's Sweetened Condensed Milk

Rub the berries through a sieve and stir in the orange and lemon juice and the orange rind. Add condensed milk. Freeze. Pack in ice and salt for an hour or more after it has been frozen in freezer, or pour into trays in the electric refrigerator and freeze for a couple of hours, stirring every thirty minutes for the first hour and a half.

Mash the egg yolks fine. Add salt, pepper, sugar, mustard, chili sauce, oil, and vinegar. Let sprouts stand in dressing one hour before serving.



A LITERARY GEM

'Twas the night before payday, and
all thru my jeans,
I hunted in vain for ways and for
means.
Not a quarter was stirring, not even
a jit;
The kale was off duty, the green-
backs had quit.
Forward, turn forward, O Time in
your flight,
And make it tomorrow, just for to-
night!

A BIG JOB

We've just heard of the young ap-
prentice who wanted to do something
big and the roundhouse foreman sent
him out to wash a locomotive.

Wages Sky High

Two Irishmen were watching a
Shriners' parade.
"What's those fellows, Mike?"
"Them's Shriners."
"And what are Shriners?"
"Why, they're Masons."
"Sure, and what the devil do they
want now? They're gettin' \$13.00 a
day."

JUST AT TIMES

Minister: "Johnny, do you say your
prayers each and every night?"
Johnny: "Well, no, some nights I
don't want anything."

MY, SUCH GRATITUDE!

One morning the Boss called Jones
in and said: "Well, Jones, you have
been with us now for almost thirty
years. You've been a faithful employe,
and we want you to know that we ap-
preciate your services. Therefore, as a
mark of our appreciation, we have de-
cided that in the future you will be called
'Mr. Jones.'"

Ideas in Everything

Teacher: "Now, Jimmy, what hap-
pened when the cow jumped over the
moon?"
Jimmy: "Somebody got an idea for
vanishing cream."

A SURE WAY

Little Mary had just been to a mili-
tary funeral and she was all excited. In
telling her grandmother about it she
said: "And Granny, the man wasn't
dead, so the men's all took another shot
at him!"

Either Way Bad

First Prizefighter: "Say Bo, when
I hit a guy he remembers it."
Second Prizefighter: "Well, get
this,—when I hit 'em, he don't!"

A CUTTING REMARK

Norah came into the sitting room
with the following announcement:
"Ma'am, there's a mouse in the
pantry. What will I do?"
"Shut the door and let it starve,"
responded the boarder.

Why, Officer!

The cop had been chasing the lady
motorist for some ways. Finally he
caught up with her.
He looked at her sternly and said,
"Forty-five, at the least!"
"Oh, officer," she said, "I'm not, it's
just this hat that makes me look so
old!"

ANOTHER?

Did you hear about the Scotchman
who refused to attend a dinner be-
cause printed below was the word,
"Gratis?"
Well, the next day they found him
dead, in front of a dictionary!

First Fish Story

A keen angler took a friend for a
day's sport. The friend knew nothing
of fishing, but decided to try his luck.
After a long silence by the banks
of a stream, the novice said, "I say,
how much do those little red things
cost?"
"You mean the floats? Oh, they're
cheap. Why?"
"I owe you for one. Mine's just
sunk."

NO, HE DIDN'T KNOW

"You boys of today want too much
money. Do you know what I was
getting when I married your aunt?"
"No, and I'll bet you didn't either."

PRECAUTION

Jack—"You'd better keep your eyes
open around here."
Mack—"Why?"
"People will think you're a darn fool
if you go around with them closed."

Identification

Guide: "This sir, is the leaning
tower of Pisa."
Tourist: "Pisa! Let me think.
No, that does not sound like the con-
tractor's name who built my garage,
but it looks like his work."

GOOD ADVICE

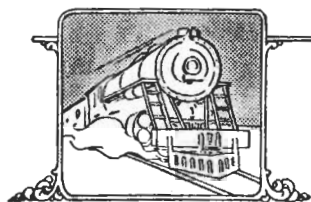
Rounder—I sure need advice, old
man. I'm in love with a Chicago
gangster's wife. What would you
recommend?
Bouncer—Well, the Prudential or
the Travelers are both good com-
panies.

PROGRESSING

Hiram walked four miles over the
mountains to call on his lady fair. For
a time they sat silent on the sofa in the
parlor, but soon the spell of the even-
ing had its effect and Hiram sidled
closer to her and patted her hand.
"Mary," he began, "you know I got
a clearing over thar and some hawgs an'
a team an' wagon an' some caows an' I
calculate on building a house this fall,
an'—just then he was interrupted by
Mary's mother in the kitchen:
"Mary, is that young man thar yit?"
"No, ma, but he's gittin' thar!"
(Missouri Pacific Magazine)

I DON'T KNOW

"If you bought a ticket for \$1.25,
where would you be going?"
"I don't know."
"What did you buy the ticket for?"



The FRISCO MECHANIC

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



Notes From the General Chairman

By H. E. BURGESS

AMONG the many brothers visiting this office during the past month were: William Crouch, St. Louis; R. W. Reed, train control specialist, St. Louis, Roy Stratton, machinist, St. Louis; George W. Shields, boilermaker, Fort Smith, Arkansas; Albert H. Bishop, machinist and Secretary, Local No. 2, Springfield; A. W. Skelton, boilermaker, North Shops, Springfield; Otho Harvey, coach shop mechanic, Springfield; Frank L. Genung, machinist, Springfield; Emery Haguewood, boilermaker and correspondent to *Frisco Magazine*, North roundhouse, Springfield; E. F. Cook, airbrake mechanic and committeeman, West coach shop, Springfield; Roy Triplett, steel car worker, West coach shop, Springfield, and M. L. Brayfield, boilermaker, Lindenwood roundhouse, St. Louis. Brothers, the welcome greeting is on the door mat and the latch string hangs on the outside. Come again.

We regret to hear that Division Chairman Dan E. Whalen of St. Louis is suffering with an attack of influenza.

The first regular February meeting of Local No. 25 at Fort Worth, Tex., was held in General Foreman Lester K. Spafford's office with thirty-three members present. Mechanical Inspector Dingman used the earlier part of the session in giving instruction on specific points to be observed in making boiler inspections, and the proper making of inspection reports. Many useful points were brought out, and an instructive discussion followed. Mr. Dingman stressed the importance of having a competent witness to the annual inspection as a protective measure designed to cover the man making the inspection. This was the occasion of the General Chairman's first visit to Fort Worth, who is very much pleased with the high sense of loyalty and honor displayed by Local No. 25. President Ferguson did not remain for the meeting, his son, J. L., graduating from high school on this particular evening. President and Mrs. Ferguson have good cause to be proud of their son, to whom the entire

membership of Local No. 25 wishes unbounded success.

A visit to Sherman, Texas, Local No. 26, did not fall on a regular meeting night; but resulted in a very interesting meeting with the shop committeemen, where it was also found that all hands were going along in a spirit of harmony and peace. Hope to have the opportunity to again meet the brothers at Sherman on a regular meeting date.

The end of the month is not a good time to visit. This would apply to our shop organizations with the same force as it does to home life. Had a dandy visit with the crafts of Local No. 4, at Kansas City on January 27, but did not have the pleasure of "sitting in" with them. Found everybody in a fine frame of mind and getting along well. Hope before long to be able to make a genuine visit to Local No. 29, Fort Scott.

A visit to Oklahoma City, Local No. 15, on January 21st, was just a dandy good gathering, where all seemed harmony. The men are very proud of their organization and its cordial relations with the management. One incident in the roundhouse, not so pleasant, was the large number of tool wagons locked and parked in orderly array, awaiting the return of their owners, on enforced vacations. A visible result of unfair bus and truck competition. But the Oklahoma City boys are up and going 100 per cent in this fight that will eliminate this unfair competitor and keep our men on the job. Here's to you, men!

A visit to Hugo, Oklahoma, on February 6, was an off night for Local No. 20. This was the occasion of a school session held by Master Mechanic M. L. Crawford and General Foreman Grover Garrison, who offered a division of time that made a joint meeting possible. The features of the session were the shop talks offered by Clyde Knight and Raymond D. Walker, first-class machinists, on proper methods of "increasing valve

RAILROAD EFFICIENCY

The railroads are still the country's main dependence for transportation, and from all indications they will remain so for an indefinite period. No other service is so dependable or so generally satisfactory. And whether one feels kindly disposed toward the carriers or not, there is no denying the fact that their prosperity, or lack of it, in the immediate future is going to have a far-reaching effect on the country's business.

Transportation is an essential part of the country's productive mechanism. If it does not work smoothly the whole machine will operate badly. Fortunately, the railroads were never so efficient as they are today. But they cannot keep up their expenditures for improvements if their credit is impaired; and their credit is dependent on their net earnings.

—From the *New York World*

travel on the 1226 class engine." These men displayed broad knowledge of their subjects and made talks that were very instructive. This work is to be commended and encouraged. Local No. 20 presents a fine lot of loyal men, who are putting out some good work in our fight for the return of business so unfairly wrested from us.

A visit to Fort Scott on the night of January 26 did not fall on regular meeting night of Local No. 29, but was richly rewarded by having the opportunity of "sitting in" a meeting of the "Ship by Rail" Club of Fort Scott, an organization consisting of employees of the different railroads entering that city. The turn-out of members of Local No. 29 was truly gratifying, a large portion of the enrollment being present. This spirit is a credit to the shopmen; we should let no opportunity pass to foster this plan of combining our effort with men of other roads to the benefit of all. Any banner, so long as it is emblazoned with the symbol of progress, is a good banner to follow.

Let us have your suggestions and comment as to what your opinion is of the plan of writing notes from the General Chairman's Office. Will appreciate constructive criticism.

A GIANT ENGINE

Miss Lucy Shockley of Springfield, Mo., found the following clipping in an old scrap book, and sent it to the Magazine to prove that even in the "good old days" the Frisco's equipment was of a large orders:

The largest locomotive in the world is in Springfield, Mo., operating over the Frisco Lines. It has five acres of grate bars and four acres of netting in the smoke box. It takes a man a day and a half to walk through one of the cylinders. It has an elevator running to the headlight and takes ten barrels of oil to fill it up. It takes two men forty-five minutes to light one single light, and it took fifteen carpenters nine months to build her pilot.

They have a steam shovel to give her coal. The tender holds ninety-seven carloads of coal. The engineer uses a search light to look for signals, and goes blind after running it six months. Every time it exhausts, it rains for thirty minutes. It takes two astronomers with powerful telescopes to see her going. The pony wheels are the size of monster turntables in this country, and a section of the Pacific cable is used for the bell-cord.

It takes forty-eight hours for a spark to fall, and they are meteors when they strike the earth. When the whistle blows, it causes an epidemic of deafness in Oklahoma. Monster trees have been broken by the wind of this train. She hauls one thousand seven hundred forty-three cars, and the roundhouse force hold their annual picnic in the firebox every summer.

When they wash her boiler it is necessary to drain the Mississippi river at St. Louis, where she is taken for cleaning. She carries one thousand eight hundred pounds of steam pressure and nine hundred forty pounds of air. The throttle is pulled by a stationary engine in the cab. The lubricator holds fourteen barrels of oil. The train goes so fast that when it stops it is still going ten miles an hour. The glare of the headlights can be seen through a hill a half mile thick. When she takes water she dries up an ordinary lake.

OLD TIMERS, ATTENTION

The next meeting of the Old Timers' Club, which is comprised of Frisco pensioners with forty or more years of service, will be held in Fort Smith, Ark., on Saturday, April 11. Luncheon will be served at 1:00 p. m. at the Ward Hotel, and a sight-seeing tour of the city at 4:00 p. m. will follow.

500 at Springfield Local No. 1 Entertainment



THE accompanying photograph shows a portion of the crowd at the meeting of Local No. 1, held in the Pythian Castle, Springfield, Mo., January 23, attended by approximately 500 persons and featured an oyster supper and an exceptionally interesting program of music, dancing and talks on unfair competition.

H. E. Burgess, general chairman, F. A. of M. C. and C. D. Employees, was the chief speaker. He told of seeing twenty machinists' tool wagons on enforced vacations, recently, and emphasized this as an eloquent reminder that all employees must campaign actively against unregulated competition. I. L. Pence, division chairman, who sponsored the meeting, also spoke, pledging Local No. 1's one hundred per cent support of the movement for regulation of busses and trucks.

Numbers on the program besides speeches were: a blackface skit by Don, Bern and Company; a tap dance by Miss Marjorie Pence, accompanied at the piano by her sister, Miss Lucille

Pence; piano solos by Misses Virginia Jameson and Lucille Pence, and selections of old fashioned music by Roy Stone, violinist, accompanied on guitar by George Luke.

The meeting was opened by Burl Hough, president of Local No. 1, and Jewell Diva, chairman of the entertainment committee, presided during the program. Other members of the entertainment committee were Roy Stone, George Gippert, Lyle Alexander, Earl McCrosky and Hern White.

Dancing and serving of the fifty gallons of oysters provided for the occasion began soon after the program was concluded. The dance was in charge of B. W. Law and music was furnished by the Cap-Hicks Merry-makers, a nine-piece orchestra composed of Frisco employees. The hall and tables were decorated with flowers and Frisco colors. Guests at this session included the following: Mr. and Mrs. A. H. Engleking, Mr. and Mrs. A. H. Bishop, Mr. and Mrs. M. L. Ryan and B. F. Tuttle, florist.

A SPEEDY REPAIR JOB

W. H. Bevans, superintendent of the Northern division, calls attention to the instance of rapid repair work, outlined below, pointing out that he believes this to be a record for prompt repair and movement of a car when the car repairer had to be secured from another point.

At 9:30 on the morning of February 13, train 1-162 set out a car loaded with oil for the Standard Oil Company, Sugar Creek, at Paola, Kan., because of a hot box. E. E. Young, operator, notified John Otley, car repairer at Olathe, Kan., immediately and Otley left Olathe with material to brass the

car at 9:37 on No. 107, arriving in Paola at 10 a. m. At 10:20 a. m. the car was rebrassed. Train 2-162 arrived at Paola at 10:33 a. m. and while it was getting coal and water, No. 141, the local, put the car on head end of 2-162 and it moved out in that train at 10:47, or 1 hour and 17 minutes after it was set out.

A Far-Sighted Man

"The more I see of prohibition, the more I think Christopher Columbus was a great prophet," said the sailor.

"Why in 1492 when he was comin' over to America he took up his telescope and said, 'Ah—dry land!'"

Frisco Mechanic Family News

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSIE L. BRANDON, Reporter

Mrs. J. L. Brandon, wife of Jessie L. Brandon, car carpenter who has been sick for a long time is improving some at this time, for which we are thankful.

Mr. and Mrs. Sam Gordon, section laborer, and wife are spending fifteen days visiting and sight-seeing in Miami, Fla. We hope they will have a nice time.

F. J. Brown, inspector, is back on the job again after being off ten days with a case of the flu.

Sam Hays, inspector, is back at work again after being off about thirty days with a severe case of the flu. Roy Twigger, extra inspector, worked in Mr. Hay's place while he was off sick.

W. G. Hay, delivery clerk at freight house, was off a few days on the sick list. Guy Gallagher, check clerk, is working as chief delivery clerk while Mr. Hay is off. Charley Kelly, extra check clerk, is checking in Mr. Gallagher's place.

Roy Twigger, extra inspector, is now suffering with a case of lumbago.

LOCAL No. 15—OKLAHOMA CITY

E. W. GEE, Reporter

We had a very interesting meet the last meeting night in January, our new general chairman, Brother Burgess, paid us his first visit. We were all well pleased with him and predict a splendid administration for him. Quite a number of the members turned out to meet him.

T. L. Grisham, former car foreman here, now of Ft. Scott, made a short visit to Oklahoma City recently. Glad to have him with us.

The annual convention of the Oklahoma State Teachers' Association here had a large attendance, many of them using the Frisco and praising us for the two-cent fare.

We now have the second Frisco oil well on Frisco property and it is a large one.

L. A. Fuller, formerly of Kansas City, the new station master, has moved his family here. We welcome them to our city.

Geo. Moore, assistant superintendent motive power, paid us a visit recently.

H. L. Worman, our new vice-president, paid us a visit recently. We are all proud of Mr. Worman.

The mechanical department has three car inspectors for the Frisco at the new Frisco-Rock Island station, Chas. Waddell, Ed Austin and E. W. Gee for the Frisco. The Rock Island has three, B. F. Davism, Floyd Agle and Z. B. Burris. Welcome them among us.

C. C. Mills, accident prevention agent, who has been in the St. Louis hospital with injury to his knee is reported much improved.

All employees at the place are making a united effort to give the railroads an even break with trucks and bus lines operating in Oklahoma. It is very noticeable to us who are employed at the passenger station that when it rains and the roads are bad we have to use extra coaches to handle the business which goes to show it would be very bad for everybody if the railroads were not with us, and now with our two-cent fare I am sure we can all put up a good argument in favor of the Frisco.

President Myers paid a visit to the Tulsa local recently and reports a pleasant evening.

Several of our members have been laid off recently. We hope to see them all back on the job soon.

Arthur Rorie of Sapulpa, and Clarence Doup of Hugo, former engineers, have been assigned stationary firemen at Oklahoma City joint passenger station. We extend them a hearty welcome.

We are all glad to see Passenger Conductor W. W. Wolfe back on his run after being off some time account illness.

A. G. Rosenbery, wife of our most popular West end passenger conductor, has been called to Texas account of death of her brother. We extend our deepest sympathy.

Mrs. Jessc Moore, wife of our car foreman, is visiting in California.

LOCAL No. 26—SHERMAN, TEX.

JOE J. BRYAN, Reporter

All Concerned—For your information the Accident Prevention Cup in on the Texas Lines; the best news we have to report this month.

Mrs. W. W. Johnson was called to Memphis account of sickness of Mrs. George Cherry, wife of locomotive inspector at that point.

H. E. Burgess, general chairman, was down getting acquainted with the boys. Glad to meet you Mr. Burgess.

J. R. Morgan was off sick a few days first part of this month.

The Frisco employees extend their sympathy to Mrs. Floyd Kniffin and family in the death of their loved one.

Again the night roundhouse boys showed their skill in fire fighting when they saved our safety first and car inspector building from a total loss. They confined the fire to only one room.

Mr. Dingman, traveling locomotive inspector, was in charge of our school of instructions this month.

We have had nothing but spring weather here all this winter. Lots of good old sunshine.

LOCAL No. 7—FORT SMITH, ARK.

J. N. COLEY, Reporter

Local No. 7 held its first regular meeting on the evening of February 3 with a large attendance.

You don't have to go to Florida to spend the winter—come to Arkansas. Fort Smith is located at the foot of the Ozarks. The temperature in this locality has ranged this winter from 60 to 70 degrees.

About the only thing of interest to report from this point since the last report was sent in was the appearance of Will Rogers, "The Sage of Claremore," on the night of February 9, in behalf of the unemployed. Fort Smith is proud of the fact that it is the city from which a resolution originated, calling upon the government of the United States to bestow upon Mr. Will Rogers the distinguished service medal or to commemorate his relief work by having a special medal struck.

L. W. Caviness, chairman Central division, is confined in the St. Louis hospital at this writing. We wish for him a speedy recovery.

Ernest Oliver, machinist, who usually parks his yellow Chrysler roadster in the street in front of his home, awoke one morning recently to find it gone. The police, upon notification, promptly returned the car in a wrecked condition and charged him for the wrecker service.

D. M. Windes, machinist, had an unusual experience in Municipal court. The question was asked of the judge "who is going to pay for the damage?" the judge replying, "you are not here to find out who is going to pay the damage, but to find out if the court is going to fine you \$25.00 or dismiss the case."

BRIDGE AND BUILDING DEPT. EASTERN DIVISION

ARTHUR BUNCH, Reporter

Roy Smith and family recently visited

relatives at Willow Springs, Mo.

John McGill has been walking around with crutches for some time on account of an injured foot which he received while working on a bridge on the Chadwick branch.

The B&B department wish to express their sympathy to Bill Phillips, of the water service department, who has been suffering a heart attack.

Bill Hines is getting along fine now with his injured hand.

Zadock Breshears has applied for disable pension on account of his hearing, which has been bad for some time.

The B&B department extend their sympathy to Chancy Buckmaster in the loss of his home which was practically destroyed by fire a few weeks ago.

Jim Carter and gang are repairing bridges in and around Clinton, Mo. On account of abolishing the paint gang, W. I. Foster is now foreman of the B&B gang at St. Louis. They are now doing general repairing there.

Charles Baron and gang have recently been repairing some bridges in and around Lebanon, Mo., and also keeping up the emergency work in Springfield, Mo.

WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

O. H. Reynolds, formerly assistant foreman, has displaced Claude Tuck as W. S. foreman on the Southwestern with headquarters at West Tulsa, and Mr. Tuck has returned to St. Louis, displacing Chas. Robinson, who has been filling the vacancy at the West shops caused by the illness of Wm. Phillips.

We regret that Wm. Phillips has been forced to take a sixty-day sick leave and is now in the Frisco hospital here.

Billy, Jr., the small son of Mr. and Mrs. Phillips, has also been out of school, being confined to the house with that joy of the schoolboy, chickenpox.

We hope to see Mr. Phillips out and around and greatly improved soon.

Matthew Rouse was off a few days recently account of sickness. Matt has now gone to St. Louis, where he bumped Andy (Swede) Baker.

Chas. Robinson's family visited him in St. Louis a few days before he was displaced at that point.

The writer spent several days during the recent spell of spring weather fishing in the old fishing holes around the old home town of Nevada, Mo.

According to the Missourian, published at Kennett, Mo., the Frisco paid something like \$40,500.00 taxes in Dunklin county alone in 1930. Dunklin being about the average county and the Frisco traversing something like 6,000 miles of country also covered by bus and truck lines, I just wonder how the tax items of the two industries compare in the several counties. Just a little food for thought.

LOCAL No. 18—BIRMINGHAM, ALA.

W. A. MYERS, Reporter

Roy Ramey, pipefitter, visited his family in Springfield.

N. B. Beck, boilermaker, lost his father recently. We all wish to extend to him our sincere sympathy.

L. M. Westerhouse, general foreman, and Mrs. Westerhouse, were called to Fort Scott, Kan., recently account of the death of her mother. Local No. 18 extends to them sincere and heartfelt sympathy.

W. A. Hairsine, blacksmith, and Mrs. Hairsine, visited relatives in Memphis, Tenn., recently.

William Yates, boilermaker, has been visiting relatives at Sherman, Texas, the past two weeks. "Bill" is taking advantage of the opportunity while laid off to catch up on his visiting.

We are sorry to report that C. A. Gateley, blacksmith, has been quite ill

during the past two weeks. We hope for his speedy recovery and that he will soon be back at work soon.

Mrs. W. A. Myers, wife of the writer, was called to her former home at Mammoth Springs, Ark., recently on account of death in the family.

We lost two good, loyal members in the recent reduction in force, Jack Ash and J. B. Nelson, machinists. They returned to their former home towns, Springfield and Pensacola, respectively.

G. L. Tobler, locomotive carpenter, had the misfortune of being bitten on the hand by a tarantula, causing him to lose considerable time away from the shop.

Vincent McAlister, machinist, served on the jury for a few days. This experience, combined with his already extensive perusal of the various popular detective magazines, should qualify him as an efficient sleuth-hound.

W. D. VanSickle, a former machinist at this shop, paid us a short visit recently. We were all glad to see "Van" again. He is working for Uncle Sam now in the anti-air force, stationed at Anniston, Ala.

W. F. Lawson is our new machine shop foreman, replacing T. H. Miller, resigned. We wish Mr. Lawson much success in his new responsibilities, and trust his congeniality and friendliness will continue and that he will like our town.

B. C. Latham, mill machine hand, visited relatives at Ashville, Ala., recently.

L. Z. Rogers, car repairman, has been off sick quite awhile. We hope he will improve and be back at work with us again soon.

LOCAL No. 24—AMORY, MISS.

RAYMOND F. DEES, Reporter

L. D. Davis, our former blacksmith, is now selling insurance. We hope Brother Davis makes good in his new venture at least until his job is put back.

Will Sullivan, locomotive engineer with the Missouri Pacific, made a short visit with his brother, John L. Sullivan, car foreman.

John T. Bolding, machinist, is back to work after being off with sprained wrist. Machinists F. P. Woolf and W. H. Crump are now working day time after several months on the night shift.

Glad to report the small daughter of Electrician E. D. Hansen is rapidly recovering from a brief illness.

LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

John McDonald, hostler, is riding around in a sport model Chevrolet coupe. Shopmen extend sympathy to the families of Mr. and Mrs. S. A. Montgomery and Mr. and Mrs. A. C. Trotter in their sad hours of bereavement.

Mr. and Mrs. Howard Edison are the proud parents of a handsome young son, born January 29.

C. P. Burnside and son, Claude, Jr., of Springfield visited Newburg this week-end.

John Wolf is back on the job after three months' illness.

Mrs. C. Wilkenloh and daughter, Gladys, recently returned from a few weeks' visit in Florida.

Congratulations are in order to Mr. and Mrs. Lee Buffington on the arrival of a new son.

We are indeed sorry to report that Grover Helms, third class machinist, is off duty with a bad felon on his thumb. However, he is able to manage that new Ford of his with one hand.

Mr. and Mrs. C. D. Ward visited Mrs. Geo. Wissbaum near Lebanon recently.

We are happy to see F. M. Barnett, cinder pit man, back home from the Frisco hospital very much improved.

Mr. and Mrs. Carl Davis are the proud parents of a brand new extra fireman, born February 8.

CAR DEPARTMENT FT. SCOTT, KAN.

JAS. N. HARGROVE, Reporter

Those attending the auto show at Kansas City from this place were as follows: Jas. H. Sullivan, triple rack man, and wife; David E. Foster, steam derrick engineer, and wife, and Herbert A. Brown, car inspector, all reporting a good time and a wonderful show this year.

Mrs. Eugene Moore, wife of car foreman, stopped in Ft. Scott February 6 to see Mr. Moore, as she was driving through from Kansas City to Arkansas to see her uncle.

We want to express our sympathy to J. O. Baker, coach cleaner, and family in the death of his sister who lived in California.

Dewey Palmer, coach cleaner, is off sick again at this time. We hope to see him able to work again soon.

Mrs. Doc W. Stump, wife of car oiler, spent a few days in Kansas City visiting relatives and friends.

Mrs. Harold L. Lathers, coach cleaner's wife took a trip to Arkansas City, Kan., visiting relatives and friends.

Several of the boys are getting their fishing rods and ree's tuned up. Just can't stand the temptation of this fine spring-like weather. They have lost faith in the old groundhog.

Ira (Mid night) Darling, car inspector, made a flying trip to Oklahoma, we suppose to visit some of his "friends," but Mid is back on the job and going good.

LOCAL No. 1—SPRINGFIELD, MO.

J. F. WASSON, Reporter

Local No. 1 gave a dance and entertainment on Friday, January 23, which was well attended and all reported a good time.

Local No. 1 extends sympathy to Ed Davis and family in the death of his mother.

Gordon Yowell, secretary of Local No. 1, spent a three weeks' vacation visiting points of interest in Arizona, Grant's Park, Oregon, Vancouver, Wash., Los Angeles and Fresno, Cal. Gordon says the west is great, but does not compare with the Ozarks.

Local No. 1 extends sympathy to the family of Bernard Hoover, who passed away recently.

Local No. 1 met in regular session on Friday, February 13, and meeting was well attended. Three members were taken in. The Local voted to do anything they could to speed up the bus and truck regulation. After the business session was over, the Ladies' Auxiliary served all present with pie and coffee. Music was furnished by Roy Stone and Mr. and Mrs. Hern White.

NORTH SHOP SPRINGFIELD, MO.

SHERMAN ELLIS, Reporter

Gordon Yowell, special apprentice, returned to work the first of February, following a two-weeks' visit with relatives and friends in California. Gordon reports a wonderful time and says it's worth any one's time to make the trip.

Paul Cox, electrician apprentice, has joined the Missouri National Guard Unit in Springfield. Since Paul was caught in the recent reduction in force, he has been spending his time at the Army straightening out the field wires which they expect to use in their summer encampment, which will be on the Great Lakes or in Florida.

Virgil Wilks, machinist, received a slight injury to his left eye February 12. He only lost one day's time. Be careful to guard your eyes, men, you might lose one eye instead of one day next time.

Hans Nielson, machinist, was injured February 10, while belting a planer that he was working on. Hans was confined to his home several days on account of the injury.

Merrel Denoon, brass moulder, and two of his friends, spent Sunday, February 8, fishing in White river. It rained all the time they were there, but they brought home some nice fish anyway, that is if it wasn't just a fish story.

Chas. Rippee, machinist, had the misfortune of getting the top and upholstery burned on his Chevrolet coupe recently. It happened while he was visiting with a friend.

Paul Kirkland, formerly a machinist in this shop, has returned to our city to again make his home here.

Chas. LaBounty, machinist, was confined to his home on account of his illness the first two weeks of February.

Robert Jones, machinist, returned to work at this shop February 6 after about five years' absence. Robert has been working on a road job, but during the recent reduction in all forces, his job was abolished, forcing him to return to his old job. We are glad to have him with us again.

The motor car and special equipment department of this shop is at a standstill now, but we sincerely believe with the co-operation of all the employees and some help in the present legislature in making laws governing the bus and truck situation of this state, that we will be working full force again soon.

Sherman Ellis electrician, visited Sunday, February 15, with his mother, Mrs. J. A. Ellis, at Weatherford, Okla.

Larry Stenger, patternmaker, has been doing some special work for the Reynolds Mfg. Co., during the recent shut-down at this shop. Larry finished his apprenticeship at this shop and is considered very competent.

COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

Dave Speakman, supplyman, is back on the job again after a severe illness. Dave and his friendly smile were missed during his absence.

Probably the best news that has come to our ears is that concerning the handsome increase in passenger travel during February; dining cars 636, 637 and 639, which assigned to the Kansas City-Florida Special run last fall, have been the source of many favorable comments from our patrons. These cars were all rebuilt in our own shops at Springfield last year and are without a doubt the most attractive dining cars operating out of Kansas City Union Station.

The first episode of the "Frisco Honey-mooners" was given over radio station WDAF on January 28. These programs, which were broadcast weekly, always contain genuine entertainment, and were sponsored by Frisco Lines to advertise our passenger service to Florida.

Paul Cunningham, veteran pilot, who was retired on February 28, after forty-six (46) years' Frisco service, says he is going to invest in a new set of tubes for his radio set and proceed to enjoy his leisure hours.

E. R. Jeffrey, formerly a member of Frisco Lines electrical department at Tulsa, Okla., as well as Monett, Memphis and Kansas City, has now become a radio singer. His tenor solos are a regular feature each Saturday night at 8:15 p. m. over radio station WLEB in the Huron building, Kansas City, Kan. "Jeff" makes a specialty of singing request numbers and seems to be going over in a big way.

Jimmy Edwards, coach carpenter, is one native born "Scotchman" who enjoys a "scotch" joke more than an American, and spends considerable of his leisure time beside his radio set, always on the alert for a new one. Recently an air circus was held at a local airport, for the benefit of the American Red Cross relief fund, and although 30,000 specta-

tors viewed the thrilling show, the Red Cross ladies were able to collect only \$547.23 in donation. Since then Jimmy has referred to the air circus as the Scotchmen's convention.

Joe Kramps, the cake eater of the coach yard, is considered a cake baker as well. At a recent social gathering of the Kansas City Youth Forum in the Armory, Joe made a low remark about the refreshments served by the fair members of the club and was immediately challenged to do better himself. At the next gathering on February 15, Joe made good by baking and serving seventy-nine individual heart-shaped cakes, all decorated.

The coach yard was well represented at the dance given by the Sunnyland Club in Wolfe's Winter Garden, February 14. A very novel feature of the dance was the fact that the music and festivities were broadcast through radio station KWKC, giving Frisco Lines considerable publicity on the air.

NEWBURG, MO., YARDS

MAX J. COTHAM, Reporter

Switchman Harry Sherer is in the Frisco hospital at Springfield. Harry Swyers, helper, has bid in the helper position at Salem.

Switchman Herman H. Fuller and wife visited in St. Louis February 17.

The 8:00 a. m. switch engine has been pulled off.

Ralph Waltrip, clerk, visited his mother at Monett, February 17.

S. J. Gorman, yardmaster, was off several days this month account sickness.

R. E. Nichols, extra operator, is working as agent here while under bulletin.

John Potter, caller, has bumped in at Clinton. He was displaced here by H. M. Stoll.

Carl Planigan, helper, was off duty a few days this month account sickness.

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

R. J. Jackson, machinist, is wearing that smile that won't come off, on account of the arrival of a winsome daughter at his home January 12. Mother and baby doing nicely, but they have not as yet selected her name.

T. E. Giddins, formerly machine shop foreman here, but now of Sherman, Tex., was renewing old acquaintances here latter part of January.

J. A. Barkley, car inspector, has recently purchased a home on West Main street.

John Wesley Herold, sand drier, has returned from the Frisco hospital at St. Louis where he has been for some time, but is unable to go to work. He is visiting his sister and other relatives in Iowa while recuperating.

Ernest C. Newton, blacksmith helper, is off sick, threatened with appendicitis. We wish for him a speedy recovery.

M. A. Wagoner, machinist, who had the misfortune to get a finger mashed, left on the 7th for the St. Louis hospital, thinking infection had set up. Hope Mike has a speedy recovery and is soon back on the job.

We extend deepest sympathy to Arthur Haldaman, water service man, in the death of his mother-in-law, which occurred at his home on January 5.

Frank Holeman, roundhouse foreman, is laid up account of injuries received recently here. Hope he recovers rapidly and gets back on the job.

Local No. 8 recently enjoyed a visit from our general chairman, H. E. Burgess. Come again.

Mrs. W. J. Foley, wife of master mechanic, son Dick and nephew Frank Harkey spent the week-end of January 17 in Sherman, Texas, visiting in the home of Mr. and Mrs. T. E. Giddens and other friends.

Theresa Bently, daughter of T. L. Bently, division chairman, has been quite ill, but has now fully recovered.

W. N. Patterson, our genial north-end roadmaster, was the victim of pick-pockets while attending the Will Rogers charity show at convention hall on the 5th.

Carl Baker, machinist, and family were recent visitors in Tulsa.

Anyone in or near Enid on the evening of January 29, would have been convinced that we believe in the slogan, "Keep the home fires burning," for at about 7:00 p. m. fire was discovered in the elevator of the Enid Milling Co., where 50 thousand bushels of wheat were burned while the fire department was busy on another alarm. Still another alarm came in from the Garfield County courthouse and jail, which were destroyed, endangering the lives of 42 prisoners confined on the top floor of the courthouse, and it was only by the most heroic efforts that they were saved. Then in the midst of it all, a dwelling on East Elm street took fire, and burned to the ground. All this happened within the short time of an hour, causing great excitement.

FREIGHT HOUSE BIRMINGHAM, ALA.

A. C. HANSON, Reporter

W. W. Wade, outbound rate clerk, has been assigned to rate clerk on inbound business at freight house, succeeding J. J. Perego.

A. Hoover, bill clerk, has been assigned to inbound rate desk due to displacement as bill clerk. He succeeded W. W. Wade on this position.

W. O. Gaines, carpenter foreman, has exercised his seniority by coming to Birmingham, Ala., and displacing Foreman A. L. Bulleson, who in turn was transferred to the road gang on Pensacola division.

J. J. Perego, former rate clerk, was a recent visitor in Birmingham, visiting friends and also moving his family to Corinth, Miss.

J. C. Fant, former check clerk at freight house, has been assigned to warehouse clerk at Pratt City, Ala.

H. M. Willis, night clerk, has exercised seniority at East Thomas yards by displacing Earl Clotfelter as yard clerk.

W. T. Hubbard, special officer at Birmingham terminals, is the proud father of fine baby boy. He says that he is sure that the big man will hold his rights as night caller on any railroad.

J. C. Hughes, belt clerk, has been assigned to position of night clerk at freight house, his position being discontinued on Birmingham belt.

The inbound freight movement has stimulated the pulse of everyone connected with the freight handling at freight house, and each of us trust our efforts will not be in vain, boosting better business.

WEST SHOP MECHANICAL NEWS SPRINGFIELD, MO.

A. H. BISHOP, Reporter

Pete Anderson, machinist, has taken a leave of absence account of illness.

Ed DeClew, machinist, resigned January 15 to engage in business.

Bert "Sparky" Haun visited in Kansas City the first half of February.

Emil Bechtel, machinist, resigned the first of February to accept a position in a shop in California.

Chick Chapin, machinist, left the service recently account of illness.

E. O. Skelton, boilermaker, went to Mansfield and Ava on business the early part of February.

John Fultz, machinist, has purchased a new Ford coach.

Wish to extend the sympathy of the boys at the West shops to W. H. Young, machinist, in the recent death of his father at Piedmont, Mo.

John Franks, electrician, is in the St. John's hospital recuperating from a

broken back. Let's drop in and see John and help him to pass off the eight or nine months he expects to be laid up.

Roy "Pos" Stratton, formerly machinist apprentice at West shops, but now a machinist at St. Louis, was a recent visitor.

Mrs. Frank Neely, wife of Machinist Frank Neely, has returned from an extended visit in Southern California.

L. V. Driver, machinist, has taken a leave of absence account of illness.

Hubert Wilkerson, machinist, and family motored to Kansas City recently.

Bob Dewar, machinist, made a business trip to St. Louis February 1.

B&B SOUTHWESTERN DIVISION

J. C. WOODS, Reporter

B&B gangs are running this month on a basis of five days a week.

W. E. Fountain and gang are working on bridges in Oklahoma City, also looking after necessary work in connection with building new depot.

O. V. Smith and gang are repairing roundhouse doors and placing track supports in connection with sewer construction in West Tulsa.

Virgil Leak and gang are doing general repair work on bridges in Verdigris bottoms, also doing concrete repairs on head walls and water dams in the vicinity of Vinita and Afton.

W. A. Lantz and gang have finished driving piles at underpass near Denison, also on Sulphur branch. Will finish the month on South Canadian bridge near Weleetka.

E. F. Maggi and gang are about ready to place steel supports over underpass for Denison-Durant highway.

S. H. Dean and gang are engaged in light repair work on bridges between Lawton and Quanah.

Hank Smart, chief clerk for B&B, has been assigned to the position of timekeeper in West Tulsa yards. Mr. McMillan has assumed the duties of chief clerk for general B&B and road master's department.

Jacob Hamersley, pile driver engineer, has retired from service due to age limit. Ray Howard has been appointed to fill vacancy.

C. M. Swope has 60-day layoff account serious illness of his wife.

Carl Smith has reported back to work after an absence of 60 days on sick leave.

John Wilson has returned to work after a light attack of flu.

Miss Blanch Brothers, daughter of C. L. Brothers, has accepted a permanent position with Uncle Sam at Washington, D. C.

Frank Woodard is spending a couple of weeks fishing on White river.

LOCAL No. 20—HUGO, OKLA.

F. D. KNIPP, Reporter

George Streetman, car inspector, has been off several weeks after being in an automobile accident. Several bones were broken in his chest and his knee was knocked out of place.

Henry German, car carpenter, had his water meter changed after it registered twenty-two thousand gallons of water. He sure was thirsty.

P. I. Holloway, lead car inspector, has returned to work after being off for a few days due to getting a chicken bone stuck in his throat.

E. W. Holt, third class boilermaker, was laid off on the third of February and is now spending a few days with his brother in Houston, Texas.

Leo Patton, spring rigging man, has just returned from Tyler, Texas.

On Friday, February 6, we held our regular school night, with Mr. Crawford and Mr. Garrison as the head of the school. After a talk by Mr. Crawford on how he wanted the men to be sure that

they had done a job right before they signed up for the engine, a talk was made by Clyde Knight, machinist on valves. Following Clyde Knight, R. D. Walker, machinist, made a talk on shoes and wedges and how to lay them off.

H. E. Burgess was our guest on February 6 and attended our school meeting. After the school Mr. Burgess took charge of the meeting and made the boys an excellent talk. We are always glad to have Mr. Burgess with us.

LOCAL No. 17—TULSA, OKLA.

H. C. PRICE, Reporter

W. H. Ray, second class machinist, underwent an operation in St. Louis hospital recently for appendicitis and is doing nicely.

Donivan Henry, son of Coach Foreman I. D. Henry, has been taken home after three weeks in Morningside hospital with a fractured leg. He sustained the injury playing football.

J. C. Thomas, night roundhouse foreman, is confined to St. John's hospital with a bad case of pneumonia. We are all wishing Mr. Thomas a speedy recovery.

We wish to extend our sympathy to Mrs. Joe Wilhelm and children due to their recent bereavement over the loss of their father and husband, Joe Wilhelm, who worked here as a locomotive carpenter in 1927.

Lonnie Davis is the proud father of a 9½-pound boy. Congratulations!

Victor Wheaton, machinist, is off account of an injured hand.

Brothers W. M. Bow, P. J. DeBrosse, K. C. Simmons and Wm. Sowder are still off at this writing account sickness.

Nim Pounds, brown hoist engineer, and family spent a few days visiting in Enid recently.

Leroy Davidson, machinist, and wife spent a few days visiting in southeastern Oklahoma with relatives.

Henry Botkins was called to Shawnee, Okla., a few days ago account death of a friend.

Wedding bells rang out again the last of January. M. L. Londagin, electrician, and Miss Ethel Nation, stenographer in master mechanic's office, were united in marriage and slipped away for a short honeymoon in Arkansas and northern Texas. We wish them a long, happy married life.

Bill Thompson, cabman, has purchased a new Austin car. Please don't fail to notice Bill and run over him.

Speed Wilder, night coach foreman, is in St. Louis hospital for treatment.

The last meeting of Local No. 17 in January was well attended. The entertainment committee, consisting of Chas. Retzlaff, Herb Miller, Y. S. Coley and Loid Richinson, treated us to an interesting program consisting of three boxing bouts. Joe O'Connor and Bill Thompson put on a great fight. There was also a wrestling match. The Richinson string band treated us to a number of old-time tunes. Mr. Burgess, general chairman, from Springfield was present and gave us an interesting talk. We were also treated to a fine talk from Mr. Billie Myers of Oklahoma City lodge, who was present. We extend a hearty invitation to all members of Frisco Association to visit us on meeting night, the first and third Mondays of every month.

CAR DEPARTMENT—YALE, TENN.

A. R. SPRINGER, Reporter

Mr. and Mrs. Paul Pape attended the funeral of Mrs. Pape's grandfather, Mr. J. W. Wells, at New Albany, Miss., February 6. Mrs. Pape remained with relatives there for a few days. Mrs. Pape also spent the first part of February visiting her brother, Dr. J. W. Barkley, of Iuka, Miss.

Miss Louise Basham, daughter of Mr. and Mrs. Taylor Basham, car carpenter, Yale, is recovering from injuries received

in an automobile accident some time back.

Will some one tell S. C. McKee, the blacksmith-farmer, how to plant and grow spaghetti? He is also seeking information as to how to grow garlic.

The writer took a pleasure trip from the Bluff City to the Gulf City the latter part of January. A view of the Gulf at once brought memories of bygone days, as it was the first body of water other than the Mississippi that I have seen since leaving the navy, six years ago.

Understand that Miss Elizabeth Marie Hansen, daughter of car clerk in car foreman's office, has been on the sick list for the past thirty days. Hope she will be well again soon.

Robert L. Stevenson, bill clerk, spent February 8 with home folks in the "Old Home Town," Amory, Miss.

At last Bert Holmes, painter, has traded off the old Ford coupe and is now driving a model A two-door.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

The best ever was the unanimous verdict by everyone of the four hundred present at the oyster supper given by Local No. 1 Friday, January 30. There were oysters a plenty for everyone present, and the entertainment features were enjoyed by everyone.

Clarence Adams, machinist, is boasting the arrival of a 9.3-4 pound boy at his home. The young machinist has been named Clarence Edgar, Jr.

Ray Powers, machinist on air work, is now in the home owners class, having purchased a home at 1306 West Florida street.

E. H. Jackson, boilermaker, was a victim of auto thieves several nights ago, who took his Oakland sedan but abandoned it after several hours, without damaging it.

Fred Whitehead, machinist, is off at present and has been for some time suffering from eye trouble—latest reports are that he is slowly improving.

Edward Williams, cinder pit man, and Beulah Thompson are this month's victims of cupid's darts. The roundhouse force extends congratulations.

Roy Matthews, machinist on air work, who lives several miles in the country, is having a barn built on his farm. A feature of this building is that his two young sons are doing the mechanical work unassisted, and a real good job they are doing.

George (Ike) Alward is now building wings for his motor boat No. 4113. Recent experiments of trying to make a submarine were not successful when tried out on a local lake. In this venture he almost drew a pair of wings (or maybe it was horns) for himself, but it gave him an idea—hence the attempt to make a flying boat.

Strange as it seems, T. E. Jackson, machinist on cab work, is telling the story of capturing a wild duck last fall. He clipped its wings and put it in a pen in his back yard. Growing tired of its prison and longing for the great open spaces to no avail, a few days ago it decided to end it all and stuck its head between two palings and with a terrific pull backward jerked its head off—believe it or not.

MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

C. H. VANDIVER, Reporter

Machinist Roy Bogard has been off some time account illness of his wife. We hope she improves rapidly.

Engineer C. E. Johnson is still off account undergoing an operation. We understand that he is improving at this time.

Engineer C. A. Wadlow is the proud father of a big son, born recently.

Boilermaker J. N. Johnson is now in St. Louis hospital undergoing treatment.

Boilermaker John Cantrell has been off some time account illness of his child.

Mechanic Laborer Richard Christoff is now in St. Louis hospital undergoing treatment.

Coach Cleaner Joe B. Sims and family were called to Durant, Okla., recently account death of Mr. Sim's mother.

Machinist A. Swenson and family were called to St. Joseph, Mo., February 13 account death of Mr. Swenson's brother.

Mrs. Jess Moore, wife of car foreman, is taking an extended trip through southern California.

Coach Cleaner S. L. Arnold, who has been employed at this point, has resigned to go to the farm. We wish him the best of luck in his new undertaking.

Roy Floyd, clerk to general foreman, made a flying trip to Kansas City recently.

Jess Crews, formerly general car foreman on this division, paid us a visit recently. We were all glad to see Mr. Crews. He is now with the General American Car Co., at Ft. Worth, Texas.

JOPLIN, MO.

CHESTER GRELLER, Reporter

Night Roundhouse Foreman C. R. Jones has been in St. Louis hospital the past month recovering from an operation. His place is being filled by E. L. Sharp, inspector.

Wm. Rhines, hostler, and Loyd Lackey, machinist, spent the week-end of January 24 and 25 in St. Louis, where they visited Mr. Jones in the hospital. On January 28, H. R. Jones, boilermaker, also visited his brother. Tod is making a swift recovery and is expected home any day.

Mrs. Elmer S. Richards, wife of Machinist E. S. Richards, and daughter visited friends and relatives in Covington, Ky., during the middle of January.

Mrs. H. E. Carrithers, wife of Fireman H. E. Carrithers, and son, Harry E., Jr., are in Pittsburgh, Pa., where Mrs. Carrithers was called to the bedside of her sister. Mrs. F. M. Holliday, who was seriously ill. Mrs. Holliday is much improved is the latest report.

Mr. Harold Fithian, stationary fireman, was presented with a 12-pound baby boy by Mrs. Fithian on the 8th of February. The boy has been named Donald Joe. Both mother and son are doing nicely.

Friends of Mr. and Mrs. Earl Lynch, engine watchman at Cherryvale, will be glad to hear of the birth of a daughter, Betty Jean, on December 9. Mrs. Lynch and daughter were visiting friends and relatives here the first of February.

Mr. and Mrs. Franklin have a new Chevrolet 6.

Jack Redyard, traveling electrician and maintainer of motor cars, was here to take a ride of motor car No. 2110 on February 11.

An "all-rail" club or a "ship by rail" club was formed on the 28th of January at a meeting of all railroad and express employes, held in the S. B. A. Hall. A permanent organization was formed with each of the four agents as chairmen to preside in rotation. The four agents are E. M. McAdams, Mo. Pacific railroad, D. E. Frye, K. C. S., J. H. Douglas, Frisco and Carl Culp, express company. Mr. Culp was elected as treasurer and Miss Mary Delancy, of the K. C. S., was elected secretary. This organization expects to meet monthly to discuss conditions common to all rail employes and earnestly invite each employee to be present at their meetings.

V. M. Black and wife, of Kansas City store department, were visitors here on February 6.

John Haas, fireman on the 3:30 switcher, was ill the first of February.

General Roundhouse Foreman G. L. Seanor was off a couple of days with a severe cold.

J. R. White, father of Earl C. White, inspector at Sixth street, died at his home near Mount Vernon on February 11. Burial was at Mount Vernon.

The following was received from Chester Creller, whose wife was killed in a

crossing accident at Ruth yards recently: "I desire to thank my friends for the many acts of kindness in the death of my beloved wife, Vernia Creller; also desire to thank Rev. J. W. Moore, the Frisco Railroad, the St. John's hospital and the Hurlbut Undertaking Company for every kindness in my trouble caused by this accident."

LINDENWOOD MECHANICAL AND CAR DEPARTMENTS

E. R. McNABB and D. F. TOBIAS,
Reporters

Lowell Amos and wife visited friends and relatives in Springfield early this month. Lowell reports a fishing trip included this time and good luck as usual.

Foreman Thos. Murray spent a week-end in Springfield with home folks and inspecting that herd of Holsteins.

W. J. Smith and wife visited relatives at Decatur, Ill., three days last week. The "Kid" reports a nice time.

Wm. J. Henry was off ten days early this month account sickness.

Three boilermakers have been added to our force in the roundhouse on special work. They are James H. Masterson, Wm. E. Hart and Claude Campbell, all of Springfield.

E. H. Bumgarner and family are visiting relatives in the "Garden Spot of the World"—otherwise shown on the map as Marshfield.

And now another batchelor no more! Engineer Nations reports his marriage to Mrs. McKay of Blytheville Ark. Congratulations, Mr. Nations.

Car Repairer Jas. E. Gordon returned to work February 5th after quite a siege of sickness, both his own and members of the family.

Joe Russell, a former car repairer on our force, surprised the office with a visit.

Mrs. R. E. Willer was called home account her mothers illness at St. Genevieve.

Wm. P. Gorman and wife visited at Memphis Sunday at the home of his parents.

LOCAL No. 31—BACONE, OKLA.

N. T. RISNER, Reporter

Here we are in the heart of the winter and it is spring weather.

Born to Mr. and Mrs. S. H. Walden on January 22 a fine baby girl, little Miss Arveline Oletta Walden. Mother and baby are doing fine and it is reported the father will recover. Congratulations to them.

Mr. Dan Gorman is taking an extended visit with relatives in Springfield, Mo.

Mr. N. T. Risner, spent a few days visiting in eastern Arkansas.

We received the sad news of the death of Mr. Frank James who died in the St. Louis hospital a few days past. Mr. James, an engineer, had been working out of Muskogee a number of years. His family and loved ones have our sympathies.

A number of the boys are on a fishing trip at this time, so we will report their luck next month.

LOCAL No. 33—HAYTI, MO.

E. B. WHITNER, Reporter

J. H. Chronister and Mrs. Chronister of Chaffee, Mo., spent a recent Saturday with C. V. Sigler and family at this place.

Theon Strack, machinist, is now on the sick list.

Shirley Gremor, who has been cut off, has been added to the roundhouse force again. Shirley moved here recently from Chaffee.

Claude Wills, boilermaker, spent the week-end in Springfield "the old home town," visiting relatives and old friends and acquaintances.

Albert Wilson, hostler, has been working in Chaffee, Missouri, but has secured employment here at home and will no doubt stay with us permanently.

R. D. Sanders, car inspector, has been laid off from the shop, but understand he is now working at a filling station here.

Bert Williams, lead car inspector, moved recently across the street from his former home.

LOCAL No. 30—PITTSBURG, KAN.

N. T. MAHAN, Reporter

Richard Morris, third-class boilermaker, was in St. Louis hospital for a few days. Glad to report, however, he is back to work now.

Harold Clark and Miss Mary Ford were married at Neosho, Mo., the first of the year. We all wish them happiness.

G. L. Trout, box packer, was off duty a few days attending court.

Pleased to report that Local No. 30 is 100 per cent in membership and, in addition, voted to take in some new members from Cherokee, Kan.

John Clark was off duty a few days during the past month, entertaining some relatives from the State of Colorado.

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

Mrs. B. A. F. Ingle, wife of agent, was a visitor in Memphis, Tenn.

W. H. Rhodes, clerk of Seymour, Mo., has now bumped the second trick in the yard office and W. A. Edwards has now bumped the porter.

On February 10th Frank Reed, road foreman of equipment, and G. B. Anderson were raised to the sublime degree of Master Mason.

Gertrude, daughter of H. E. Eckenburg, car repairer made a visit to Winfield, Ala.

C. L. Edwards, fireman, and wife are now on a visit to Shamrock, Okla.

Mrs. Walter Myers and daughter, wife and daughter of machinist at Birmingham, Ala., were visitors here.

John Perrioga, boilermaker, of Yale, Tenn., was a recent visitor.

W. F. Fickie, conductor, who was injured some time ago, has now resumed work.

Mrs. Thom Sams, wife of conductor, had the misfortune to break one of her limbs about midway between the knee and ankle, by falling off the porch. She was rushed to a hospital at Memphis.

S. W. Woolridge, water service man, and wife made a trip to Willow Springs.

Fred Reef, pumper of Mountain Grove, was called to Thayer, account the death of his mother.

Roy Bryan, pumper of Hoxie, has now bid in the job at Mountain View.

O. S. Donaldson, agent at Hardy, was a visitor at Little Rock for a few days, being relieved by E. R. Billingsly.

E. E. Roberts, at Hardy, was displaced by U. M. Boles.

West Plains still keeping up her reputation, showed slight increase last month over a year ago. 168 car loads received during January, 52 cars forwarded. Cream business of individual shippers, picking up fast.

Bert Hollingshead, of West Plains, making a few days' visit at Monett. Since the big bumping has been going on Bert has been trying hard to light on a job, only to get bumped before he can get located on same. Too bad.

J. L. Skaggs, at West Plains, now incumbent on second trick, bumping C. H. Cline, who has gone to Cabool.

Findlay and Sawyer and Rainbow Springs Stave Company, of West Plains, began this week moving some three or four cars of staves, which be-

gins to look like business was picking up some around here, also the Hobbs-Western Tie Company loaded a car of switch ties this week, which also goes to show that better times are just ahead.

At West Plains, since the advent of the two-cent rate ticket, travel has been picking up considerable, and many former bus patrons say "FRISCO FOR ME."

BACK SHOP NEWS

GORDON YOWELL and ALEX WATT,
Reporters

Mrs. F. J. Carney, mother of Fred Shanks, died January 29th at her home, 1346 Sherman Avenue. She had been suffering from heart trouble for a number of years. The immediate cause was an attack of the flu.

Floyd Leonard is able to be around again after a siege of toothache. He went to the dentist, which resulted in a pair of lanced gums.

Virgil Wilks' wife has been operated on for appendicitis and is reported to be recovering nicely.

Jewell Divan is another one of the boys that has been having trouble with his teeth, but we are glad to report he is able to work at this time.

Orville D. Armstrong, who has been off with an injured hand for the past two months, was seen in the shops a few days ago. He said that he is anxious for the doctor to say he can come back to work.

My co-correspondent, G. R. Yowell, of these items, has just returned from a twenty-three day vacation spent in California and Oregon. Mr. Sherman Ellis will have a more detailed report of the trip.

George Whitlock, north side machinist, is off with a broken foot, caused by a lump of coal falling on him.

Virgil Wilks of the air room, is the champion nemesis of petty burglars. Having for the past several weeks been annoyed with petty thieves, he proceeded to set a trap for them. He fixed an electric switch that would turn on a light in his home which is some distance away.

The third night the trap was set, it was sprung about 2 a. m. Virgil grabbed his gun and found four fellows in the house. He promptly lined them up against the wall and called the police to come and get them.

(Slim) Baker, oil reclaiming department of the car yards, is able to be out again after a siege with intestinal flu.

Mr. Floyd Leonard, of the sheet metal department, and wife are visiting a son and daughter in Des Moines, Iowa.

WEST SHOP LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. E. GODFREY, Reporter

Mr. and Mrs. William Rose visited in Oklahoma City recently.

John R. Franks, electrician, is in the Frisco hospital here in Springfield, suffering from a broken back.

H. E. Baer, boilermaker, has been off from work on account of illness for several weeks.

J. A. Cooper, boilermaker, and family spent a few weeks at Stockton, Missouri, with home folks.

Mrs. Paul E. Rice, wife of machinist and division chairman of West Shop Local No. 2, F. A. M. C. & C. D. Employees, has been ill during the past month.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

William Reed visited home folks and old acquaintances at his former home

town, Stockton, over a recent week-end.

Mrs. W. A. Stewart has been called to Topeka, Kansas, to be with her sister who resides there and has been sick for some time.

Frank Herman was looking after affairs of his farm at Pierce City for a few days about the middle of February.

C. A. Nash and Theodore Brown visited with relatives at Tulsa, while laid off on the 6th and 7th of February.

Mack Smith is spending his spare time selling a patent battery recharging dope that he says sure does the desired rejuvenation to old or run-down batteries. He reports good success in sales.

The writer was drawn thru curiosity to a fire on a recent evening after work hours and saw our brother shopman, J. E. Wasson, who is a member of the Frisco fire brigade at the reclamation plant, voluntarily assisting the Springfield Fire Department to extinguish the blaze. Mr. Wasson fights fire because of the fascination it affords.

J. W. Fought, blacksmith helper, has resigned his job with the Frisco, and purchased, and is now operating a grocery store at College and Warren Street. He will be "right at home" in his new venture, since he was associated with his father in the mercantile business for a number of years at Nixa, before entering the employ of the Frisco.

Eugene Maybee and eldest son have gone to Phoenix, Arizona. Mr. Maybee has been in poor health since last fall, and his doctors advised that he go to a western climate as a change, in the hopes that this would prove beneficial in restoring his health again. We hope to hear from him as time passes, and learn that he is improving and can return to his job eventually.

Albert Weaver, accompanied by Mrs. Weaver and their daughter, visited Kansas City, and were guests at Radio Station W. H. B. over a recent week-end. Albert took his violin along and helped fill in on the program while there. Since he has returned, he has been giving some of his fellow blacksmiths lessons in the art of yodeling. Plans are under consideration now to have them give a demonstration program at the next one of our entertainments.

Jack Wilson has a pass and can ride the Frisco trains at will, but recently when he desired to go to Ozark, he chose an auto, and not being an experienced driver himself, hired a chauffeur for the trip. All went well until several miles out on Highway No. 65, their car suddenly took for the woods, and after a few wild leaps, landed bottom side up. The motor refused to stop, however, and they could look out of the doors and windows they could not open, and see the wheels still going around at a terrific speed. Jack became frightened about that time, he said, for fear that the car would catch on fire and burn them alive. Not wishing that to happen, he began to exercise his voice as vigorously as he could, and they soon attracted the attention of a passing motorist, who came to their assistance and helped them to free themselves and right the car again. They were fortunate enough not to receive very severe personal injuries, and after Jack paid the repair bill on the car, he took a solemn vow to never venture forth in another one of them, when he could ride the rails and had a pass.

Earl Harmon and Mrs. Harmon took a trip to the sunny south the past month. They went to Key West, Florida, where they sailed on the "Northland" to Havana, Cuba. They reported the voyage going over very calm and delightful. At Havana they took sight-seeing tours, even into the rural districts. Mr. Harmon thinks the Cubans have crude methods of going about some of their industries. When they were ready to return, he said they taxed them \$3.09 apiece to allow them to leave the Island. The return voyage was made on the steamship "Governor Cobb", and they had a pretty rough trip, but enjoyed the thrills, and escaped being seasick, but saw some

others who did not fare so well. When they had landed on good old U. S. A. soil again, they felt much relieved and proceeded by rail to St. Augustine, where they visited the stockade gate, the Old Spanish Mission, The Fountain of Youth and other places of scenic interest. Earl says St. Augustine was the most interesting city they visited on the trip. He said the most of the Cubans he came in contact with speak English. That the streets in Havana were very narrow, and that cigarettes over there cost 65c per package. So any of you brothers who contemplate a trip to Cuba, and smoke cigarettes, should lay in a supply sufficient for your needs before leaving Uncle Sam's soil.

OFFICE SUPT. TERMINALS SPRINGFIELD, MO.

NORMAN HINDS, Reporter

M. Finkenbinder, assistant yardmaster, has returned to his duties after enjoying a short vacation. W. E. Lewis handled Mr. Finkenbinder's work during his absence.

H. J. Fitch has returned to his duties as a switch engine foreman after being incapacitated for some time, due to a leg injury.

C. L. Willis, night assistant yardmaster, recently enjoyed a few nights off. P. G. Lockwood filled the vacancy during the absence of Mr. Willis.

L. V. Carner recently enjoyed a short vacation, which he spent in Kansas City. C. E. Hosey substituted for Mr. Carner as assistant yardmaster.

George Sisk has resumed his duties after a forced absence due to an injured foot.

L. C. Carner is back on his job as a helper on the 11:30 p. m. job after acting as engine foreman during the absence of George Sisk.

Frank Parker has been off duty several weeks enjoying a visit with relatives in Jackson, Tenn.

Our sympathy is tendered the family of W. D. McMurray. Mr. McMurray passed away February 7th. He was born in Virginia in 1865 and for the past 37 years has been employed by the Frisco as brakeman, switchman, and at his death was working as a switch tender.

E. L. Stevens has taken a two months' leave of absence and will soon sail for Alaska, where he will visit an uncle who is engaged in mining in that territory.

Mr. and Mrs. Robert Hasten announce the birth of a second son. This happy event occurred February 9th. The youngster has not been named at this writing.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

W. A. BULLARD, Reporter

We are very sorry to report that George Edwards, first-class machinist, who has been ill for some time, is not yet able to return to work. We wish him a speedy recovery and hope to see George back soon.

We are very glad to welcome Machinist Wood, who was transferred from Springfield North Side to Kansas City a short time ago.

Ted Buschmeyer is the proud owner of a new Chevrolet sedan. What's the price of gasoline now, Ted?

Wayne Land, Charlie Glover, John Beans and George Strobe enjoyed a two-day fishing trip at LaCyne, Kan., recently. It seems that the results of the two-day catch now reside in Charlie Glover's fish bowl.

Arthur Jackson and Jimmie Copeland have returned from St. Louis Hospital, where they had their tonsils removed. They came back with a very enthusiastic account of our hospital.

We wish to extend our sympathy to Mr. and Mrs. Virgil Dillinger and family in their recent bereavement.

Machinists Kaiser and Mumford are back on duty after spending a short time at the St. Louis Hospital.

Local No. 4 Lodge held an Amateur Contest, February 19th, and an excellent time was enjoyed by everyone.

J. E. Green and F. Bertina went shopping the other day and have broadcasted the fact that they purchased new radios. Machinist Green says he has been able to get Lawrence, and Bertina says "Hello World" has been coming in good.

We hope to see John Purtle back on the job soon. He has been off on account of illness for several weeks.

John Callahan has returned to work after being absent for a period of several months.

Hostler John Boes is at the present time enjoying the tropical air of Cuba. We are anxiously awaiting his return that we may hear his deep sea fish stories.

The Sunnyland Club of Kansas City gave a very lovely Valentine dance February 14th, which was enjoyed by everyone. A part of the program was broadcast over radio station KMBC, and the "Sunnyland Special" was heard by those present, with much enthusiasm.

CAR DAMAGE DOWN

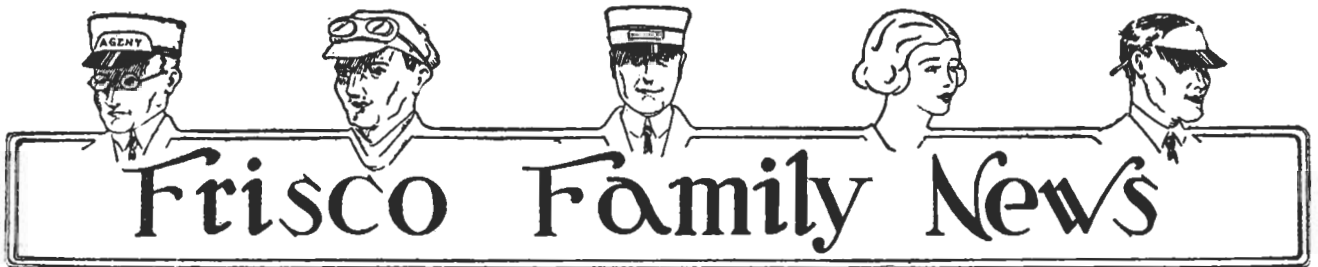
If the number of cars damaged by rough handling on Frisco Lines continues to decrease throughout the year as it did during January, a car damaged from that cause will be rare, indeed, upon the system. During the first month of this year, the number of cars damaged by rough handling decreased 51.4 per cent in comparison with the same month of last year and the monetary amount of that damage decreased 68.9 per cent, according to the monthly statement on the subject issued by the office of the car accountant, Springfield, Mo.

During January the number of cars handled per car damaged increased 73.1 per cent and the amount of damage per car handled decreased 63.18 per cent, both in comparison with January of last year.

Of the Frisco divisions, Eastern had the best record, with no cars damaged out of the 53,698 handled, and Northern division was second, handling 75,012 cars and damaging but one of them. Southern division ranked third with three cars damaged out of 62,596 handled.

Among the terminals, Kansas City and Springfield both went through the month without damaging a car. A total of 56,902 cars was handled at Kansas City and 49,614 at Springfield. St. Louis was third with one car damaged out of 45,756 handled.

A total of 7,948 cars was handled on Texas Lines during January and none of them were damaged. During January, 1930, 10,074 cars were handled there without damage. Four cars were damaged out of the 12,298 handled there during January, 1929.



EASTERN DIVISION

SPRINGFIELD STOCK YARDS

K. A. McEWEN, Reporter

We extend our deepest sympathy to Ray Whiteman in the death of his mother who passed away at her home in Cimarron, New Mexico, on January 21, 1931.

H. C. McNab filled a vacancy of several days at the East yards account of leave of absence to Mr. Whiteman.

We regret to announce the death of Alfred "Jack" Montford, helper at the West yards, which occurred while on duty the night of February 3. He is survived by his widow, Mrs. Effie B. Montford, and one step-son, Merle Montford. "Jack," by which name he was more commonly known, was a very popular man at both yards, and had made many friends in the stock yards, where he had been an employee of the Frisco for the past eight years. Employees and commission men of both yards join in extending sympathy to the members of the family.

The small son of John B. Scott of the East yards recently underwent an operation at the Springfield Baptist hospital for bronchial pneumonia. He is reported at this time to be convalescing nicely and will soon be able to be removed to his home.

We have not as yet been hit by the so-called business depression and we believe that there are very few departments of the Frisco which can show such an increase in business as we have had the past year. The outlook seems to be very good for future business.

PASSENGER TRAFFIC DEPARTMENT—ST. LOUIS, MO.

RAYMOND H. RINKEL, Reporter

Winter colds have been creeping through the passenger traffic department lately, giving almost everyone a turn. Mr. J. H. Livingston was absent for a short period, having had a touch of the flu. Raleigh Beatty was also absent from duty for a few days account the same reason.

Miss Riley has been in the DePaul hospital for quite a while, recovering from an operation. All reports indicate she is getting along very nicely, and we may expect to have her back with us very soon.

The board of governors for the Frisco Men's Club, year 1931, have been installed, W. G. Rodenroth being selected as governor representing the passenger traffic department, vice E. W. Kubitz, governor for the year 1930.

O. K. Coyle has all his plans in order for a week-end trip to Chicago, possibly over Washington's birthday. There is no doubt but what every minute will be well spent during his brief visit.

Bill Altwater is another who makes good use of his week-ends—not to forget his "Chevy" coupe. Fulton, Mo.,

or Reedsville, Mo., it is hard to say which one he likes the best, however, he did mention Reedsville was noted for its mud roads.

OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

Calamity Jane seemed to have taken permanent lodging with us during the month of January, the first calamity falling on the 23rd, when Willis Johnson, son of H. W. Johnson, car accountant, broke both bones, splintering one, in his left leg just above the ankle on a gymnasium floor; the next when Mrs. Wommack, wife of T. H. Wommack, chief clerk, had her car struck broadside and overturned by a truck; then R. J. Lewis, chief clerk of demurrage, completely demolished his car when he skidded to the curb and collided with a tree, and N. L. Lindquist, chief clerk records and per diem, had his car damaged by being hit, and finally little Betty Jean Lewis, daughter of R. J. Lewis, was severely burned when she fell from a chair and overturned a pan of boiling fudge on her face and arms. All of the injured are convalescing and we are hoping there will be no further calamities. If a bad beginning really indicates a good ending, as the old proverb says, we should end this year with a grand flourish.

Mary Howell managed a sale of delicious candy and cake (and SUCH cakes of every kind) for the Frisco Girls' Club on the second Monday in February, netting a goodly sum for charity work.

Lulu Jernigan is on a few weeks leave visiting relatives in Douglas, Ariz.

Eva Warren is visiting her parents in Huntington, Va., and Nellie Clifton is at her home in Joplin for a few weeks while they are off account force reduction; Mary Burrow and Lottie Roberts are diligently spending their time on comptometer practice while laid off and several of the others are qualifying for clerical and machine work, Blanche Anderson and Eleanor Bridwell having entered business college; Shirley Williamson has secured temporary employment with the Springfield Gas & Electric Co.

Brady O. Chandler and wife, who was formerly Pearl Grace of this office, are the proud parents of a son, John Henry, born January 25.

Honors for traffic tips and shipments actually secured by all employees in Springfield went to Theda Pyland of this office for the month of January, her name heading the list for the month after having secured routing via Frisco of several hundred cars each of salt and oil.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

G. W. Cathcart, signal maintainer at Rogersville, has been off duty for the past three weeks account illness.

Mrs. G. F. Boyd, wife of signal main-

tainer at Arcadia, is visiting in Springfield.

H. L. Ryan, signal maintainer at Koshkonong, wife and son, Lawrence, visited relatives in Ash Grove recently.

J. A. Simpson, signal maintainer at Lamar, and Mrs. Simpson spent their vacation in Sweetwater, Texas, and Clovis, N. M.

Miss Esther Miller, brothers Roy and Walter, have been visiting in St. Louis.

Mrs. D. A. Ball is visiting friends and relatives in Tulsa.

Mrs. Harold M. Cushman and little Carol Lee, wife and daughter of signalman are visiting Mrs. Cushman's parents in Paola, Kans.

MONETT YARD

FRANK KYLER, Reporter

Switchman O. G. Donlavy, who was operated on at Mayo Brothers hospital recently, has returned home and is feeling fine and will be able to return to work in about a month.

Mr. and Mrs. G. D. Shreeve and Mr. and Mrs. Jess Newberry have returned from a two weeks' trip that included Atlanta, Ga., Jacksonville, Fla., and Miami, Fla., and report a very enjoyable trip. They visited with friends while in Miami.

S. P. Jolley visited with friends in St. Louis recently.

Yardmasters E. O. Gillette and R. O. Davis have been laying off. They were relieved by L. A. Taylor and S. O. Rittenhouse.

Foreman D. Marshall, helpers S. O. Rittenhouse, A. P. Brown and F. C. Williams have been assigned to the 10:00 a. m. crew recently placed in service.

Mrs. A. P. Brown, wife of Switchman A. P. Brown, who was operated on at Springfield Baptist hospital recently, is reported as well on the road to recovery.

Switchman Barney Conley has returned to work after being off a week with a bad cold.

Switchman G. E. Dawson is doing some high stepping, occasioned by the visit of the stork at his home. The young man's name is Harold, and according to his proud parent, is a very fine boy.

Fireman Chas. Rausch is conceded to be the latest authority on excavating cellars and basements.

Miss Francis Lewis and Wm. Talbert were united in marriage recently and are making their home at Cassville, Mo. Mrs. Talbert is the only daughter of Mrs. Pearl Lewis, stenographer at the freight office here.

Switchman Earl Gray has been placed on the extra board.

Engineer Frossard, who has been laying off sick, is reported to be improving.

AUDITOR REVENUES ST. LOUIS, MO.

ESTELLE HILTON, Reporter

W. H. Boyne and his department have moved from room 625 to the twelfth floor—welcome back.

R. V. McDermott, recently transferred to Memphis, is now back in the general office at St. Louis. Mr. McDermott has also recently recovered from a serious automobile accident in Memphis. We are glad to have him back with us.

Mrs. Mary Van Liew is convalescing at the home of her sister, Mrs. R. E. Conger, after an operation for gall stones. Mary says the Frisco hospital is a good place to go when ill.

Here are a few more who were on the sick list recently: W. J. Pfeiffer, C. V. Ashworth, Alan Balston, R. L. Schoeneberg, Beulah Bulger, Margaret Madden, Jas. R. Murray, Estelle Hilton, Jno. C. Starkey and Mae Carney.

F. M. Dozier, clerk, interline department, was retired January 31 account of reaching age limit—fine send-off—was presented with a purse of \$50.00, a bouquet of roses and a beautiful scroll with the names of Frisco friends.

At the B. A. R. E. meeting January 19 (a Christmas party for the ladies) Dorothy Schicht won first prize (attendance), a handsome wrist watch, and the reporter won second prize, a \$5.00 gold piece, many thanks to the B. A. R. E.

We have plenty of week-end trips over Washington's birthday. Carmel Keating, Springfield, Ill. Agnes King, Little Rock, Ark. Ann Schwartz, Edna Dolan and Lili Kulage, Chicago. Vernon Guemmer, Tulsa. Viola Zykan and Helen McHale, Buffalo, N. Y.

E. V. Ashworth has also gone in for "Spring Training"; instead of seeing him munching a sandwich at noon these days, you will find him patronizing a bowling alley.

Bob Tschampers is back in his old familiar place on the twelfth floor after having finished some special work on the seventh floor, a welcome addition.

The many friends of Evelyn Kiessling wish to extend sincere sympathy to her family in their bereavement.

TELEGRAPH NOTES OF EASTERN DIVISION

HELEN FELLOWS, Reporter

Due to lack of punctuality on the part of the correspondent our notes last month were compiled too late for publication. Not a good beginning for the new year, is it? But we will do better the balance of the year.

J. F. Luttrell, second Cuba, who was injured in an automobile accident on January 1, is back on the job again after a vacation spent mostly in the hospital in St. Louis.

The bumping, which started January 6, when ten jobs were cut off, is just about over now. There has been so much of it that it is next to impossible to keep up with "who went where." Keysville, Globe and the two offices at Monett seem to have been the most disturbed by the bumping.

Late as it is, we still wish to report that on December 18 Margaret Joan arrived to grace the household of P. L. Moore, now on second Swedeborg.

ST. LOUIS TERMINAL CLUB

ROBT. A. HALEY, Reporter

The depression has hit us again. The 4:00 p. m. assistant yardmaster's job has been pulled off. Mr. C. J. Harmon, who has acted in that capacity for several years, has taken the 11:55 p. m. transfer job as foreman. Bumping James Coughlin, who bumped Fred Walker off the 11:00 p. m. Lindenwood crew. Mr. Walker is now conductor on the C&E transfer job.

H. M. Heller, foreman on the 3:30 p. m. transfer crew was off some time account of a sore throat. Mrs. Heller had to undergo an operation while Harry was off and we are very sorry to report that Mrs. Heller passed on as a result, entering into rest Saturday, 9:30 a. m., January 31, 1931. Mrs. Heller left two small sons beside Harry, brothers Pete and Chas. Mikkelson. Our deepest sympathy goes out to Harry and members of their families in their bereavement.

Also very sorry to report the death of

Mr. Wm. L. Harford, Saturday, 7:15 a. m., January 31, 1931. Immediate cause of his death was a stroke while in the Frisco hospital. Mr. Harford had been in the employ of the Frisco railroad for about 40 years. He was born in Kentucky, March 7, 1864, and was retired because of disability a short time before he died at the age of 66 years. Before coming to the Frisco where he served in the engine department, he was a brakeman on the Missouri Pacific railroad. Mr. Harford will be deeply missed by the Frisco and his many friends for he was a friend to all. Our deepest sympathy goes out to Mrs. Harford and family.

Glad Henry Clendennin is again back on the job after being off sick for about six weeks during December and January. Sorry though that during his sickness he also had to suffer the loss of a brother, who died early in January. Henry and family, as well as relatives, have our deepest sympathy.

Sorry to report John R. Davis out of the service. Hope it will not be permanent.

AURORA, MO., GREENFIELD-AURORA BRANCH

L. B. DORAN, Reporter

Ted Boatman, bumped out of so many jobs during December and January that he had no place to go, came to Aurora to visit his wife's father and has been putting in pretty good time making fence posts, building fence and hauling wood. Ted says that there hasn't been anyone looking over his job with view to bump him and he feels safe on the farm.

G. W. Curtis bid in the agency at Mt. Vernon and has taken charge of the station there. He finds plenty to do and if the Carnation people could get the milk, there would be more, as the supply of milk is not equal to the demand. Only 62 car loads of milk out of Mt. Vernon during the month of January.

Master Jack Thrall, son of Conductor George Thrall, has been real sick last two weeks with mumps. George laid off a week account Jack's illness, but is back on job and Jack will soon be back at school.

Mr. Garner, of Ft. Scott, relieved Mr. Thrall.

Mr. Jesse L. Copenig went down with general depression at Republic, bumped in to Nichols, was bumped from there and came to Aurora 3rd. Mr. Porterfield going to 3rd at Billings and Mr. Thomas to 2nd at Globe. Mr. Owen going to Clinton and bumped from there has finally landed on 3rd at Ny Monett.

Earnest Gaines, machinist at West shops, Springfield, was an Aurora visitor recently.

The open weather this winter has been a great blessing to the poor in this part of the country, and we haven't had any unusual calls for charity, but the fruit buds are swelling and we would be glad to see a little cooler weather to hold the fruit back.

If we don't get any extreme cold weather to kill the fruit we will have a bumper crop. Some of the peach buds have three and four live peaches to the bud now and some of them look like they would soon bloom out.

A Mr. Jacob Miesmer of Miller, Mo., recently received a message from Fort Worth, Texas, advising of the death of a brother. Mr. Miesmer, being anxious to get there as quickly as possible, thought he would have to ride the bus. Mr. Geo. Thrall heard him talking and told him of the Blue Bonnet and that he could get it from Aurora, secured this passenger from Miller to Fort Worth and beat the bus out of that much business. Good work, George, keep it up. We need all the long hauls we can get, for the coach fare don't seem to be helping much from Aurora.

I notice the three busses operating through Aurora sometimes don't have any passengers and hardly ever more than

two or three. Don't see how they keep going and they have also cut their fares since the two-cent coach fares in effect. They certainly must be operating at a loss through here.

Uncle Joe White, a very successful farmer, living between Aurora and Mt. Vernon, passed away February 9. Mr. White was a good Christian gentleman, loved by all who knew him and will be greatly missed. He was the father of Car Inspector Earl White of Joplin, Mo. We extend our sympathy to Earl and the family.

PURCHASING DEPARTMENT ST. LOUIS, MO.

W. L. RITTER, Reporter

We are all glad to see the bell repair man, Clark Pinkerton, back with us after the accident he recently had. As he explains—"Friend wife and I were standing at the head of the basement stairs guessing how many steps there were and we couldn't agree, when of a sudden I seemed to slip and when I come to I had a large bump under my chin. However, I won the bet as I counted them on the way down."

While yours truly was walking across 9th Street recently, just ready to step on the opposite curb, a playful little fellow saw fit to make his auto crawl up my back. He sure was sorry, as when I come around, the first thing he says is, "It's all right, I'm insured."

Lynn White claims the championship of the office in the game of checkers. It has been unanimously agreed it belongs to him.

Lucille Meyer is to give a lecture on the necessity of a draft clerk in a large office.

It seems R. B. McBride has taken up electricity also. He was recently fixing a buzzer in the office when he connected with a live wire. No further comments.

Irwin and Otto Wegener are giving dancing lessons in Belleville.

Lew Cunningham has been appointed bat boy on the office basketball team.

R. E. Drake, chief tie inspector, was in recently with his usual smile and good wishes for the girls—how that boy can make the girls giggle.

Should you at any time during the day hear a rumbling noise in your radio set, don't look for static, as it is only Ray Kosky's typewriter running hot—and the echoes coming from his blue suspenders.

Lew Cunningham had an attack of the flu recently, but has recovered nicely. Irwin Wegener assisted in issuing instructions across Lew's desk while he was away.

Katherine Hughes, Mary Graddy, Margaret Cowan and Grace McEvoy also had a slight attack of flu—Martin Hickey still has it.

L. W. Kistler is taking reducing exercises and boasts of regaining form.

Herb Clay seems worn out lately, since he has been busy the past three weeks packing furniture on account of moving to another address. He hands out the useful information that the best thing to use in packing are large paper cartons.

FREIGHT OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

W. W. Campbell, conductor, Northern division, who has been in the Frisco Hospital, St. Louis, for the past four weeks, suffering with a stroke of paralysis, has recovered sufficiently to be able to be brought home.

Oliver Gulick, clerk on the Southern division, is spending a short vacation at Monett with his family.

Mr. and Mrs. Richard Mills spent February 9th in Kansas City, visiting with friends.

Mr. and Mrs. M. C. Shipley left the 1st of February for a month's visit in California, this being an annual vacation trip for the Shipleys.

Mr. and Mrs. Carl Archdale were in Kansas City February 14th, where they were guests of Mr. Archdale's mother.

Ralph Stewart, special officer at Chaffee, visited old friends at Monett this month.

Mrs. C. P. Glass, wife of pensioned brakeman, who has been seriously ill, is much improved.

Ralph Waltrip and Morris Hudson, former clerks at Monett, have gone to Newburg, where they exercised their seniority account reduction in force at Monett. They are well pleased with their new location and say the people at that place are surely friendly and they feel much at home already.

Account of a Model A Ford being too slow, Treva Lea, yard clerk, has taken to airplane flying.

J. P. Vannice, clerk, is spending a 30-day lay-off with relatives at Bolivar.

Earl Douglas, extra clerk, has returned to Newburg after working at this station three weeks in place of Earl Aulgur, who was ill.

MILL STREET PASSENGER STATION SPRINGFIELD, MO.

W. S. WOOD, Reporter

Mr. C. O. Williams, general passenger and ticket agent of the Kansas City Southern, was in Springfield a few days ago and visited with us a little while, reminiscing of the days when he and J. H. Billings, now cashier of the People's Bank of Springfield, sold tickets in this office.

Everyone has heard the story of the man who was so fast that he could snap the switch and then get in bed before the light went out. We had a similar exhibition of speed on the night of January 27: The lights in the station faded, flickered and then suddenly went out; simultaneously Special Officer Fred Brooks was at the window, flashlight in hand, though we are sure he was not in the waiting room when the lights started to fade, and was admitted to guard against burglars who might try to take advantage of the darkness. Would like to take this opportunity to thank Mr. Brooks, as well as the various city policemen who have co-operated with him, for the excellent protection we have had since he has been assigned to the station.

Mr. Chaudet, while attending a meeting at the Chamber of Commerce on the night of January 30th, was called upon to give a talk on the new two-cent fare. Although he did not go prepared to make a speech, he gave his views of the reasons for this drastic cut and of the results which we hope to obtain.

The Springfield Leader recently carried a story about a young man bumping his way on a freight train from Monett, who was attacked by hi-jackers, robbed of forty-five dollars and thrown from the train, his foot being mashed so badly that it had to be amputated. What mental process causes a man with that much money in his pocket to bum a ride on a freight train when he could ride in comfort and safety from Monett to Springfield for eighty-eight cents?

One of the better trade magazines, "The Valve World," published by Crane Co., Chicago, contains an interesting and timely article in the February number entitled "A Banker's View of Our Railroads" from The Chicago Daily News.

Last night an old gentleman, with several hours to wait for 105, spent a considerable part of his time pacing up and down the waiting room. On one of these trips he stopped and asked Porter George Williams, who happened to be on the top of a tall step-ladder, changing a light bulb, where he kept his broom. George, thinking that he wanted the floor swept

somewhere, started to get down, but the passenger insisted that he just wanted to borrow the broom for a minute. George pointed out the broom closet, but after watching him look in the telephone booths and in all the nooks and corners, decided it would be easier to get the broom himself. The old gentleman gravely extracted one straw. He didn't want to pick his teeth, his pipe was stopped up.

Our sympathy is extended to Station Porter Woody Reed, whose mother passed away on the night of February 10 at Wichita, Kan.

DIVISION AND STORES ACCOUNTANT OFFICE—SPRINGFIELD, MO.

MARY NEWTON, Reporter

Well, here we are back from the Girls' Club Luncheon, and what a lunch, delicious eats, a big crowd and some entertainment. And do we like to hear Messrs. Stephenson and English talk? Peps you up and makes you feel like a million dollars. You want to get right out and solicit traffic in a big way.

Mr. O. N. Crocker of Mr. Belt's office, St. Louis, was transferred to this office, assuming the duties of chief clerk to Mr. A. E. Hoehle, Mr. L. B. Reed, former chief clerk, going to Ft. Scott as shop accountant. We welcome Mr. Crocker to our office.

Miss Eunice Hagerman, stenographer in this office, was also transferred to Ft. Scott. We miss Eunice's smile very much.

The Meteors are up a notch again, by defeating the Texas Specials two games in the last two weeks, they went into a tie for second place and only one game out of first place. The splendid bowling of reliable Mayabb last week enabled the team to keep up the fast pace they have been setting for the past two months, and unless a slump is experienced in the next few weeks, the St. Louisian are going to be displaced. And from present indications, there will be eleven teams trailing the Meteors at the close of the season.

Mr. H. H. McGarvey, of the division accountant's office, Ft. Scott, displaced Mr. Will Warden, who, in turn, went to Sapulpa.

While we do not like to lose our old clerks, we welcome the new ones.

Miss Eunice Hagerman, who was transferred to Ft. Scott, was given a surprise dinner at the Maxwell-Ortra the day before she left by the girls of this office and general stores department.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

STELLA COMEGYS, Reporter

Mr. A. J. Sperry has been absent for several days, account being ill. We are glad, however, to report that he is now able to be back to work.

Mr. and Mrs. Paul Lowery spent the week-end of February 7th visiting Mrs. Lowery's relatives in St. Louis.

We are sorry to report that Miss Maude Bedell is in the hospital in St. Louis at this time. We hope she will soon be able to be back with us.

Valentine Day has come and gone. The usual complimentary (?) and beautiful (?) Valentines were received by those in this office. No one was offended, however, and everyone enjoyed the fun.

Mr. E. W. Burdette and family were called to Enid, Okla., recently, account of the illness and death of his grandparents, the Rev. and Mrs. T. N. Horner, who died within a week of each other.

Understand "Uncle Luke" Utley was so busy watching the tall smoke stack in the North Shops on January 30th, to ascertain the direction of the wind, that he failed to see another car had come to a stop in front of his and we regret it very much that some of his money must go to buy a few new fenders and bumpers;

however, have taken action to see that the trouble is remedied as we have passed the hat and intend to present "Uncle" with a gold-plated radiator cap equipped with a diamond-studded weathervane, which will make it unnecessary for him to take his eyes from the road at critical moments.

DIVISION STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

PEARL A. FAIN, Reporter

Mr. and Mrs. C. E. Wheatley spent a week-end recently in Poteau, Okla., with friends.

Mr. and Mrs. Claude Tuck were called to Enid, Okla., the 24th, account of the death of Mr. Tuck's grandmother, Mrs. T. N. Horner, and serious illness of her husband, the Rev. T. N. Horner, a pioneer Baptist minister, who at one time spent much of his time in the Ozarks. Mr. Horner died just a week and two hours later than his wife, and they were buried together on February 1st.

Mr. Headrick was hurt while working in the wheel yard a few weeks ago, suffering a badly bruised leg, and was taken to the hospital. We are glad, though, that he is able to be out again and hopes to return to work soon.

May Mutz was in the St. Louis hospital a couple of weeks during the past month, but we are mighty glad to report that she is again able to be back at the office. Her mother, however, has been quite ill for several weeks, suffering with the flu. We hope she will soon be much better.

Mr. C. C. Meyer visited his mother near St. Louis the 8th of this month.

Mrs. P. V. Cochran and two children, of Alhambra, Calif., are here visiting relatives and friends. Mrs. Cochran will be remembered as Miss Elsie O'Kelly, brother of Tom O'Kelly, chief clerk in this office.

Mr. H. H. O'Neal, who was formerly our gardener, was in the hospital several days, but is able to be out again.

Jack Gannon has a secret, the particulars of which we are unable to learn, other than the fact that it has to do with the loss of some money. Be careful, Jack, especially during these "hard times."

If anyone wishes to stop you on a dark street and "show you something," the advice of Oscar Cook is "Beware." That "something" to him proved to be an automatic in his side and he was forced to hand over his billfold, which contained \$32.00. Oscar has our sympathy, but that does not replace the contents of the billfold.

Mr. and Mrs. P. C. Brandon and a few others motored to Jefferson City January 24th to attend the Governor's Ball that evening. Such invitations as that do not come to everyone and I should think they would feel highly honored.

Cecil Logan, keeper of the office, and his wife and family rode the "leaky roof" (the Highline) to Walnut Grove last

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week-end, and it is now reported that several chickens are missing from that part of the country. We understand Cecil went for a "square meal."

Mr. Sperry looks rather pale upon returning to work after having been confined to bed for several days with the flu, but we trust his strength will soon return to him.

"Uncle Joe" Wilson is fixing up his tin Lizzie, in order to be one of the first to go fishing this spring.

Mr. and Mrs. O. H. Miller and family are expecting to spend Washington's Birthday in the City of Birmingham, sight-seeing. Mr. Miller is stock clerk in this department.

Highway 66 is now completed just north of us, which only means we should boost all the more for the Frisco and meet the competition of the busses.

OFFICE SUPERINTENDENT TRANSPORTATION

EULA STRATTON, Reporter

With the first breath of spring and the return of the bluebirds and robins; with the snowdrops and crocus bulbs peeping through the wintry earth, our thoughts turn to gay spring clothes and garden making days.

For some time now, Ellis Dulin and Clarence Wilkes, tracer clerks, this office, have been spending their off-duty hours pouring over seed catalogs and planning their spring planting. But no wonder, for Clarence Wilkes has one of the most attractive Memory Gardens imaginable. Bits of rock, sand, pebbles, and plants from practically every state in the Union, or thereabouts, add to its unusual beauty, while Ellis Dulin goes in for the more sturdy vegetable garden and usually raises some of the finest potatoes produced in this section of the country.

Another gardener is Robert L. Patrick, chief tank car clerk, who spends some of his recreational time in producing lovely gladioli and snapdragons as well as small vegetables.

Elbert Hunt, diversion clerk, as well as A. P. Moses, chief red ball clerk, each boast a very unusual fish pond with sort of sunken garden effect. They are continually seeking new ideas and plants to add to the attractive spots.

Carl Gardener, the chief night clerk, agrees with them that gardening is quite all right, and goes in for it on a large scale; living on a real farm and raises all sorts of flowers, vegetables, fruit and poultry.

These are just a few of the talented clerks in this office and about their hobbies—more about the other clerks some other time.

Must tell you something about some of our former employees. Just learned that Carmen Bowman, a former typist, is wearing a gorgeous new diamond ring and that the wedding is to be soon. We think the giver of the diamond is a very lucky fellow.

Also know the Frisco family will be glad to hear that Everett Ervin, former employee of this office, who was in a very serious automobile accident some months ago, dropped in to visit us and reports he is about back to par in his health—but then, you can't keep a good man down!

Aneta Ball, a former typist, was also a visitor recently and was more charming than ever in a lovely green ensemble.

Freda Fellin, typist, was away from the office some ten days, account illness. We are glad she is able to be back on the old job again.

Pearl Townes enjoyed Valentine week-end with her son, Richard, in Kansas City.

Edwin DuBois, weighing clerk, in company with Mrs. DuBois and the kiddies, spent February 21-23 visiting relatives in Cabool.

And I do want to add a note of congratulations to Raymond Moses, son of

A. P. Moses. Raymond was presented in a trumpet recital at State Teachers' College, February 19, and thrilled his audience with a most delightful program and proved himself quite an accomplished musician.

MONETT LOCOMOTIVE DEPARTMENT NEWS

MARGUERITE FROSSARD, Reporter

Engineer John Rasbach is again back at the helm on Trains 3 and 4, after a two-months' lay-off, due to having broken a bone in his foot. His was an unusually simple accident—he was merely descending from the cab of his engine and stepped on to a heavy blocking chain, which resulted in the fractured bone.

"In the spring a young man's fancy lightly turns to thoughts of"—a new automobile! And what could be more worthy of one's thoughts and consideration than the new sport model Oldsmobile, with its satin-smooth body and lustrous, gleaming trimmings, recently acquired by Gilbert Williams, machinist. Hardly less devastatingly handsome is the more conservative model coupe of the same make car, proudly driven by Lloyd Nimmo, locomotive inspector.

Mr. Moore, the I. C. C. inspector of automatic train control equipment, was in Monett on February 12, looking over the records and methods of handling equipment, to see that all is in conformity with Uncle Sam's desires.

Our most heartfelt sympathies are extended to Fred I. Wilkinson, roundhouse extra man, who recently suffered an irreparable loss in the death of his baby.

Apprentice instruction school held on February 5 was attended by C. L. Wetzel, state supervisor of trade industrial education. Mr. Wetzel was highly commendatory on the manner in which the class was conducted and the subject matters handled.

Frank Gorman, car department electrician, enjoyed a week-end visit from his father, of Kansas City, Mo., February 14 and 15.

Again reverting to the interesting subject of new limousines, we almost overlooked mentioning that belonging to Engineer A. L. Gelster—another Oldsmobile! (We'd like to own a few shares of stock in that company.)

George Sprague, traveling locomotive inspector, paid us one of his periodical visits the latter part of January, and as usual, reported everything in first-class condition.

TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

F. C. Schmidt, telegrapher, has just resumed duty after having spent about six weeks in a hospital at Excelsior Springs.

J. P. Westerberger, messenger, resigned February 1 to accept a position in St. Louis with the Phillips Petroleum Company. He was relieved by Richard J. Cosby, who was recently released from the general manager's office.

Carl E. Wood, messenger, was off several days during February account sickness. He was relieved by R. B. Todd.

Ed. Erke, messenger, has resumed work after having spent a ten-day vacation in Joplin.

Miss Glays Masoner, P. B. X. operator, Monett, spent several days during February visiting relatives in Springdale and Bentonville.

Miss Eugenia Pape, P. B. X. operator, Tower Grove, is enjoying a thirty-day vacation.

Mrs. Grace Hartman, P. B. X. operator, Ft. Scott, has resigned. She was relieved by Miss Helen M. McElvain, who has been employed to fill this vacancy.

J. W. Gray, second trick operator, La-Cygne, has returned from the St. Louis

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"IN ALL the years I have known of the International Correspondence Schools, I have seldom seen one of your graduates jobless."

A business executive made this statement in a recent letter commenting on the I. C. S. graduates and students in his employ and expressing regrets that it is necessary to reduce the personnel of his organization.

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hospital. Having fully recovered from his recent illness, he has resumed duty.

Miss Mary Lou Diss, P. B. X. operator, Ft. Scott, is off duty for a few weeks, account of the illness of her mother.

Mrs. Florence Bates, agent at Bonita, was off for a few days during the first part of February.

F. C. Schmidt, telegrapher, resumed duty in the Springfield relay office, February 16, after having spent several weeks in a hospital at Excelsior Springs

OFFICE OF GENERAL MANAGER

ORVILLE COBLE, Reporter

Our sympathy to G. S. Danley in the loss of his father-in-law, W. W. Walker, January 27th. Among Mr. Walker's papers was found a copy of the Ulster County, N. Y., Gazette, dated January 4, 1800. This paper gave a detailed account of the funeral of George Washington. Some of the advertisements were also quite interesting, such as listing and describing slaves for sale.

Anyway, slaves had no cause to worry over unemployment or income tax.

Mr. Dunbar has returned home from the hospital, but his eye is not yet in shape to permit his working. In the meantime P. A. Moffitt is acting as chief maintenance clerk, while H. F. Madison is secretary to Mr. Shaffer and V. B. Gleaves to Mr. Sisson.

F. L. & D. CLAIM DEPARTMENT
SPRINGFIELD, MO.

DAZEL LEWIS, Reporter

Leo E. Barrett, claim accountant, enjoyed a short visit with relatives in Kansas City recently.

L. L. Bangert, transportation inspector, formerly located at Pensacola, Fla., has returned to this office after an absence of approximately two and one-half years. The claim department extends a hearty welcome to Mr. Bangert and family.

The second annual Frisco System Bowling Tournament is to be held in Springfield, February 21, 22 and 23, with ten teams from St. Louis, Tower Grove, Kansas City and Tulsa participating. The Springfield league will have ten teams and it is hoped the Frisco teams from the Commercial League of Springfield will also enter. This would make twenty-one teams against twenty-three for last year. We hope all the visitors will have an enjoyable time and that the best team wins.

Several members of the claim department are on the sick list at the present time: Ruby Northcutt, dictaphone operator, is in St. John's Hospital, having undergone a nasal operation. C. E. Martin, claim investigator, is also in the hospital, suffering from a severe attack of pneumonia. Nettie Sartori, voucher typist, has been confined to her home for several weeks account of prolonged illness. We wish for each a speedy recovery.

Mrs. Rose Risser, mother of Kathryn Risser, is gradually recovering from injuries sustained in an automobile accident six weeks ago.

OFFICE OF MASTER MECHANIC
SPRINGFIELD, MO.

ZETA M. SIMPSON, Reporter

Myrl "Casey" Jones, now working at Chaffee, visited in Springfield the latter part of January. "Casey" called at the office the 20th and, as she wouldn't take off her left glove, we became suspicious and investigated. Yes, she's wearing a big diamond. Congratulations are due Roy Stratton, the lucky man.

Lee Buffington, formerly stenographer at Newburg, was a visitor here January 21. Understand Lee is now the proud father of a little baby son.

We extend sympathy to Ed. Baron in the loss of his grandmother, Mrs. Mary Boll, January 17. Mrs. Boll was eighty-four years old at the time of her death.

Frank Harvey celebrated his seventeenth birthday January 19. Many happy returns, Frank.

Speaking of birthdays, we just had one, too, and if all birthdays were as pleasant, we'd like to have at least a dozen a year. The Frisco Girls' Club luncheon fell on that particular day, so the special music and "eats" were particularly enjoyed. Everyone present at the luncheon obtained valuable tips on how to obtain

business for Frisco Lines.

J. J. Collins has been suffering with lumbago and everyone in the office has been suggesting cures. At any rate, we all unite in wishing him a speedy recovery.

FUEL DEPARTMENT
ST. LOUIS, MO.

LOUISE GIBSON, Reporter

Fuel supervisors and inspectors were in St. Louis for a meeting in Mr. Collett's office on January 30. Meeting was attended by the following: Messrs. J. E. Whalen, general fuel supervisor, F. X. Nachtmann, mining engineer, J. H. Curry, supervisor of fuel economy, Harold T. Conley, fuel supervisor, and H. E. Martin, chief clerk, all of St. Louis, Mo. Geo. L. Schneider, supervisor of fuel economy, Sapulpa, Okla., Parker V. Hammersley, supervisor of fuel economy, Ft. Smith, Ark., C. E. Bissell, fuel inspector, Pittsburg, Kan., M. H. Rodwig, fuel inspector, Tulsa, Okla., and Mr. D. B. Reed, fuel inspector, Birmingham, Ala. These gentlemen all came prepared to report on conditions in their respective territories and the results of the meeting were very satisfactory. Mr. Hammersley made a special trip through the office and met the clerks he was not already acquainted with, and we think this a very congenial move on Mr. Hammersley's part.

Mr. H. E. Martin, chief clerk, made a business trip to Tulsa early in February.

Messrs. Frank Schick and Larry Kitts have been the victims of the "flu" epidemic, but are both able to be back on the job, we are glad to say.

The bowling tournament in Springfield over the week-end of February 22nd is creating much interest in our office and we are "rooting" for the entry from the fuel department, Mr. H. E. Martin. Do your stuff, Herb!

SOUTHWESTERN DIVISION

OFFICE OF SUPERINTENDENT
SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Gene Autry, who has entertained often at Frisco Employee's Club meetings with his songs and yarns, spent a few weeks in New York City; and while there recorded for the Victor, Columbia and Okeh Phonograph people. "Gene" is known as the "Yodeling Cowboy." He plays his own guitar accompaniment and makes a very pleasing rendition.

A. N. Graves, telegraph operator, is spending a vacation at his home in sunny Tennessee while R. L. Prince, another operator, is visiting his home in Florida.

Bob Hill, chairman in party building the new station at Oklahoma City, is the proud father of a baby girl. This means an addition to the Frisco family—Mr. Hill is the son of E. L. Hill, conductor, while Mrs. Hill is the granddaughter of H. D. DeLozier of the traffic department.

Miss Mabel Spence spent the week-end in Oklahoma City.

Miss Mary Jo West, daughter of M. E. West, was one of the players in a show entitled The House of the Flashing Light, a Chinese mystery play presented by the senior class of the Sapulpa High School.

TRAFFIC DEPARTMENT
TULSA, OKLA.

MARGERY O'BRIEN, Reporter

Our Rate Clerk Mr. O. P. Rainey has purchased a new car and he and his

family tried it out on a week-end trip to Springfield to visit with their folks last Saturday. Mr. Rainey, in purchasing his car, patronized one of our good shippers in Tulsa and has been promised a goodly share of their traffic. The car is a Plymouth.

The Frisco Ladies' Club will hold their monthly meeting Thursday evening, February 19th, and a general meeting of the Frisco Employees' Club will be held Friday evening, February 20th. The ladies have invited the men to attend a bridge party to be given after a short business session and we are looking forward to a nice attendance.

Our soliciting freight and passenger men report conditions are looking brighter and for the first week in February we show an increase in the freight earnings.

We are having two performances of Grand Opera in Tulsa this week, this wonderful company coming into Tulsa, midnight of February 15th, in two special trains, 225 people, and on the movement out of Tulsa we will also be favored with the traffic, with Mr. J. E. Payne, our assistant general passenger agent, escorting the party to Dallas.

Miss Letitia Maloney, stenographer, this office, is having her sister and two small children move to Tulsa and will make her home with them in the future.

Miss Maloney and the writer spent Sunday in St. Louis with relatives.

MECHANICAL DEPT. NEWS
TULSA, OKLA.L. A. MACK and AMELIA KALT,
Reporters

Miss Grayce Owen, and Mr. Herbert P. Miller, our popular young blacksmith, were married January 17, 1931. They will be at home to their friends at 1213 W. 23rd Street, Tulsa. We wish them long years of happiness.

Miss Ethel Nation, comptometer operator, had her tonsils removed at the Frisco hospital, St. Louis. She says she knows now why so many patients want to go back, fine treatment, and such good things to eat.

Mr. Joe Kay, staybolt inspector, spent a few days at Winslow, Arkansas, the first part of the month. He reports an enjoyable trip.

Mr. L. L. Ledbetter, and wife, are planning a trip to California in the near future.

Plans are being made for an attractive flower garden at West Tulsa. Trees were planted last fall and beds are now being made for plants and shrubs. We hope to make a good showing, but am afraid when the sun gets hot our enthusiasm will lag.

Miss Myrtle McConnell and Miss Camilla Biron, clerks in the master mechanic's office, are doing their best to keep down business depression. They have each purchased a new spring outfit.

The Frisco Red Ball Bowling Team, under the management of Mr. M. L. Guinney, chief clerk, won high honors in the first half of the Industrial League, Tulsa, winning twenty-six games and losing ten, percentage .722. The prize of \$50.00 was awarded by the league to the team winning the most number of games. The Jackson engineers won second prize. The Frisco Red Ball Bowling Team is starting out in the second half with four games won, lost two, and expect to win the second half series in order to keep the Frisco on top. Team consists of the following members: Mr. C. G. LeFebvre, electrician foreman; Mr. M. L. Guinney, chief clerk, Mr. H. P. Miller, blacksmith; Mr. John White, air man, and Mr. Henry Schroeder, car inspector. The team has made application to en-

ter the Frisco tournament at Springfield, February 21st to February 23rd. If nothing happens they expect to bring home a few prizes.

Miss Ethel Nation, comptometer operator, and Mr. M. L. Londagin, electrician, were married January 30th. Miss Nation will be greatly missed in our department, but we are glad to know she still belongs to the Frisco family. Wish them many years of happiness.

Mr. W. B. Berry, master mechanic, Kansas City, visited Tulsa terminal, February 13th.

Mr. A. B. Crume, timekeeper, is talking of fishing trips, a sure sign of spring.

Mr. J. A. Counts, engineer, is off on account of illness.

Mr. John Rasback, engineer, who has been off duty for some time on account of injury to his foot, returned to work on his regular run on trains 3 and 4 Cherokee Sub.

Mr. M. L. Londagin, and wife, (former magazine reporter) Miss Ethel Nation, have returned from their honeymoon which they spent on a tour of Missouri, Kansas, Oklahoma, Arkansas, Louisiana, and Texas. They are now at home at the old homestead at Red Fork.

Mr. C. J. Dowd, fireman, is off duty on account of illness.

Mr. J. H. Pacaud has returned to work after being off on account of illness.

Mr. Nim Pounds, hoist operator, is off duty account of injury when hoist turned over on February 13th. He is now in the Frisco hospital and doing nicely.

We are very sorry to hear of the death of Mr. J. C. Thomas, assistant night roundhouse foreman at West Tulsa, February 14, 1931, at St. John's hospital, Tulsa. He has been very ill for the past week with pneumonia. Mr. Thomas leaves a host of friends at West Tulsa and a memory of being a good fellow worker that will last forever.

We wish to extend our sympathy to Mr. James Robertson and family, and Mr. C. L. Alken and family, in the loss of their brother after an extended illness.

TRAFFIC MANAGER'S OFFICE OKLAHOMA CITY

LUCILLE BATTERN, Reporter

L. W. Price, general agent, was off duty several days this month account of illness; back on the job now, feeling fine.

Mrs. Snyder, wife of H. G. Snyder, traffic manager, spent several days this month visiting in Sherman and Ft. Worth, Texas.

A. W. Harrison, chief clerk and wife, spent several days in Ft. Worth and San Marcos, Texas.

We handled special car of furniture dealers out of here, January 6th; our train No. 4 enroute to their annual meeting at Kansas City. Bob Hopkins, assistant general agent, accompanied the party to Springfield.

Oscar Hall, superintendent Fred Harvey dining car service, was an office visitor January 9th.

Work is coming along fine on our new Frisco-Rock Island passenger station.

H. G. Snyder, traffic manager, accompanied two special cars of food brokers enroute to their annual convention, Chicago, which we handled on our train No. 10, January 17th.

L. W. Price, general agent, accompanied special party of Ward Belmont students on our train No. 10, January 6th, enroute to Nashville, Tenn.

Few days ago the new proration order was put into effect by the Corporation Commission of Oklahoma,

which we are in hopes will cause increase in our crude oil shipments from this station.

OFFICE SUPT. TERMINALS WEST TULSA, OKLA.

MISS EDNA A. WOODEN, Reporter

Fay Warren, yardmaster, who has been absent from duty for some time has gone to St. Louis to enter the hospital at that point. We hope the next report we have from Fay he will be improving.

Mrs. Otis Doty was called to Rogers, Ark., account the serious illness of her sister.

A. B. Coley, yard clerk, was called to Hugo account the serious illness of his father.

F. A. Jarrett, switchman, has returned to duty after an absence of several days account illness.

N. A. Collins, operator, is absent from duty account illness. He is being relieved by W. K. Baker.

Chris Krages and family have returned from Muskogee, where they were called account the illness of Mr. Krages' father. L. S. Kirkpatrick acted as re-ice and stock yard foreman during his absence.

C. M. McBride, switchman, has secured a sixty-day leave of absence.

Hughie Harrison, son of G. G. Harrison, has returned from Springfield, Mo., where he visited friends and relatives.

H. J. Dailey, yardmaster, has returned to duty after an absence of several weeks account illness.

C. D. Conner, switchman, has been absent from duty for some time account illness. Mr. Conners is in the St. Louis hospital.

Lee Bolton, switchman, is also in the St. Louis hospital account illness. We hope they will both be able to return home soon.

Dale A. Young, yard clerk, has gone to Fort Smith, Ark., where he will visit with his parents and other relatives.

D. J. Lyons, night general yardmaster, has returned from Springfield, where he visited relatives for few days.

Hank Smart, former clerk to general foreman B&B, has displaced Wm. Wilkie as assistant yard foreman.

We are a little late in reporting the birth of a little son to Mr. and Mrs. Lorrell Carson November 29.

DEPOT TICKET OFFICE TULSA, OKLA.

P. L. HAILEY, Reporter

Baggage Agent C. E. Fennigan spent February 3 in Oklahoma City, Okla.

We are glad to see our superintendent, Mr. O. L. Young, back again after being confined to his home with influenza for the past two weeks.

Mrs. W. D. McCool, wife of cashier, spent a couple days the first of month visiting Mr. D. M. Hickox and family in Oklahoma City, Okla.

Mr. and Mrs. S. S. Scheldrup of Sarcoxie, Mo., spent the 12th and 13th visiting P. L. Hailey and friends in Tulsa on their return trip from points in Texas and the Rio Grande Valley.

The Chicago Opera Company will arrive in Tulsa, Okla., February 15 from Memphis. The company will appear in Convention Hall the evenings of February 16 and 17. From Tulsa they move via Frisco to Dallas, Texas.

Work continues very rapidly on the new Union Station. Contractors state that they will be ready to turn to Depot Company for operation about March 15. The Main street elevation has been completed and in use for some time. The Boston street eleva-

tion will be completed about the time the station is finished.

WEST TULSA STORES DEPT.

TOM MISHLER, Reporter

J. S. Gee, father of Mrs. Chas. Niemeyer, died at the Niemeyer home in West Tulsa on the morning of January 18. We extend our sympathy to the family.

Thos H. Woolsey has been absent several days account of sickness.

The store department employees extend their sympathy to Mr. and Mrs. I. C. Akin and family in the loss of Mrs. Akin's brother, I. C. Ross. Mr.

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ST. LOUIS

Ross was a World War veteran, having contracted tuberculosis while in the service.

J. F. Bradley was a visitor in our department February 9. Mr. Bradley has been absent several weeks account of injury.

Wanda Hyde, daughter of Mrs. Dorothea Hyde, fell on some bricks while playing, causing severe injury to one of her limbs.

Virgil Yeargain, while being absent a week, spent some of the time in Seminole, Okla.

Tommy Mishler, son of the writer, and a senior in the Sapulpa high school, received severe burns about the face while experimenting with chemicals in the laboratory of the school.

TULSA REVISING BUREAU TULSA, OKLA.

MARGUERITE HEFREN, Reporter

We all join in welcoming Mrs. P. L. Brendel and son, Paul, who have recently moved from St. Louis to join Mr. Brendel. Hence the smiles and the expression from Mr. Brendel, "I am now a resident of Tulsa."

Latest reports from Bob McDermott, former revising clerk in this bureau, who was injured in an automobile accident in Memphis recently, that he has returned to work, having accepted a position in the general office in St. Louis.

Much interest is being shown in the recent reduction in passenger fare. Whether this new rate will be a success from a revenue standpoint or not remains to be seen, but the Frisco is one of the first railways to take steps to win back some of the business lost by the bus competition in the past few years.

Again we have lost another assistant revising clerk. This time it was Eddie Freiner whose position was abolished. Eddie and his bride left immediately for St. Louis, where he is working in the general office. We were sorry to see them leave, but hope in a short time they will be in Tulsa again.

Mrs. C. L. Thomas has returned from Oklahoma City where she visited her daughter, Mrs. C. L. Harter.

OFFICE OF GENERAL AGENT OKMULGEE, OKLA.

THELMA I. COBB, Reporter

We extend our deepest sympathy to Mrs. A. W. Reese and son, Cecil, in the loss of their husband and father, Mr. A. W. Reese, who died last month after an illness of many weeks.

Our telegrapher-ticket clerks report over 100 per cent increase in the local ticket sales since the two-cent rate became effective.

Mr. and Mrs. A. T. Ekstrom attended the funeral of Mr. Frank James, engineer, who was buried at Springdale, Ark., January 29.

Spring has come! Mr. Virgil Rikard, expert fisherman at this station, has already been out to the lake and reports that fishing is good this year.

Mr. and Mrs. Ira Coker spent last Sunday in Wetumka visiting friends.

Mr. George Hilshemer spent Monday, February 9, in Winfield, Kan., attending court.

TRANSPORTATION AND MECHANICAL DEPARTMENT AFTON, OKLA.

LUTIE D. DAVIS, Reporter

Conductor Robert Whelan has a letter from Rev. and Mrs. Mark Short, 1367 Massachusetts avenue, Washington, D. C.,

giving a pleasing report of his namesake, Frisco Whelan Short. You will recall the birth of this baby, November 11, 1929, on train 9 at Afton, Okla., when Conductor Whelan was in charge. Frisco Whelan Short is in perfect health and his parents shall always remain grateful to the Frisco for their real and true courtesies to them, and ask to be remembered to their many friends. They are now holding a meeting in Washington, D. C., and will remain there for some time.

E. P. Hogan, general yardmaster, has been ill for several days, returning to Afton this week-end from his home in Monett, Mo.

Mrs. J. C. Rider, wife of switchman Rider, is visiting their daughters, Mrs. Osborn Tucker, in Tulsa, Okla., and Mrs. Lowell Kreider in Arkansas City, Kans. G. S. Fowler is now an employee in the freight house at Afton.

Henry Truman, carman, and family have visiting them their daughter, Miss Velma, of Kansas City, Mo. She was accompanied home by her uncle, P. M. Moore and family.

Harry T. Moorehouse, third trick operator, spent a day recently with his brother, G. B. Moorehouse, in Kiefer, Okla.

Mrs. Harry Freeman, wife of chief clerk is visiting in Sapulpa, Okla., with her sister, Mrs. Billye Shelton.

Harold Sweazy, freight house employee, left for a visit in Oklahoma City.

Miss Crystal Davis, daughter of Elmer Davis, roundhouse employee, returned recently from a visit with her sister, Mrs. Grant Bundy, in Oklahoma City.

TELEGRAPH DEPARTMENT TULSA, OKLA.

W. K. BAKER, Reporter

G. O. Pickett, extra operator, was off sixty days visiting his parents in Dothan, Ala.

The 87 job in Mr. Rudd's office was abolished recently, W. M. Estes bumping J. H. Robson off first XY, who in turn displaced T. J. Lasater, vice O. A. Cox to second White Oak, vice "Home Route" Lee to third Neosho tower, vice W. A. Gamble to agency, Headerlick, vice C. G. Wilson who reverts back to extra list.

W. H. Cashman, off one day recently, relieved by yours truly.

M. F. Russell won the agency at Fletcher. Says it's a nice little town and he likes it just fine.

Harry Moorehouse, third Afton, off few days having his teeth worked over, relieved by J. E. Moore, extra operator.

O. L. Haddon, Jr., reverts back to extra board account being displaced at Beggs by T. W. Weaver. E. F. Oaks, from "X" Sapulpa to agency at White Oak, vice Bruce Hough. Mrs. I. V. Culpepper from second Kiefer, to agency, Mounds, vice I. S. Watson to first East Tulsa, vice Mrs. M. Nesbit to second vice Roy Reeder. G. A. Minick taking sixty days off account second Jones being abolished and not filling a bump. J. E. Hulst from third East Tulsa to second Pierce City, vice F. E. Klos reverting to extra board.

We have received our supply of new tariffs dealing with the 2-cent fare which went into effect on February 1, and by this time should be able to tell just how much it is going to help bring back our passenger travel. It is up to us now to acquaint the traveling public with the new fare in as short a time as possible.

A. N. Graves, extra operator, won the third trick at the Tulsa interlocker tower and is busy breaking in on the seventy strong-arm levers. Four railroads cross at this junction, Frisco, Santa Fe, Midland Valley and Katy. And by the way, fellows, you ought to visit Tulsa first chance you get. We have a new Union Depot there that's sure worth looking at and which I think will be ready for occupancy by March 15.

W. A. Mayberry was off a few days

recently account blood poisoning, caused from sticking a nail through his foot. J. N. Atteberry, of the Central division, relieving.

L. A. Hadwin, first trick Madill, was off few weeks, taking a trip through the mountains, hunting.

W. K. Baker and Louise S. Adkins have announced their marriage which took place early last fall. Mrs. Baker was employed for a long time at the Harvey eating house in Sapulpa.

J. W. Vining of Weleetka was taken to the Frisco hospital at St. Louis recently, suffering from a bad case of high blood pressure. He seems to be doing very nicely at this writing.

Mrs. N. Gideon, first trick Bristow, was granted an additional 30 days' leave account her mother in poor health. Understand she is taking her somewhere in Indiana in the hope that she can regain her health.

Gene Autrey, our singing operator, leaves the first of February for New York City to again appear before the "Mike." Good luck, Gene.

Ray Stapp, third Pierce City, enjoyed a ten-day visit with his mother in Woodville, Texas, recently. C. W. Robbins, first Pierce City, off few days visiting his old home town, Mountain Grove, Mo. F. E. Kloss and wife, third Pierce City, took a ten-day vacation visiting his folks at Fletcher, Okla. A. N. Graves did the relief work at Pierce City.

Latest bumps: B. J. Hough from agency White Oak to second Francis, displacing C. T. Fine to second Holdenville, vice E. A. Vining to first Tulsa interlocker, O. B. Younger to second, vice O. L. Haddon to third vice Mr. Ruebens. W. A. Gamble displaced C. Murphy, Troy agency, forcing C. Murphy to the extra board. Mr. Smith from Altus to agency Sulphur on bid. Mr. Ellison from Kiefer to agency Wetumka on bid.

C. G. Wilson, extra operator, will accompany Gene Autrey to Richman, Ind., where the two will fill an engagement making records, Wilson playing the ac-

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companionment on the mandolin. After finishing their contract there, Mr. Wilson will come back to Sapulpa. Mr. Autry proceeding on to New York. Our friend Wilson is making his first appearance before the "Mike" on this trip and we wish him lots of luck.

Among the telegraphers present at the big Frisco Employees' blowout, held in the old Harvey house dining room at Sapulpa on January 19, were: R. M. Page, our well-known agent from Vinita, who came forward with a very interesting talk; Gene Autry, with several fine vocal selections, Joe Robson and wife, President C. J. Quinn of the Tulsa club and W. K. Baker and daughter. A most enjoyable evening was had by all, with the entertainment furnished by the "Cat Fish Band," well known radio entertainers, who, by the way, are in demand at all club gatherings, etc. A colored quartet also furnished several very good selections. Then later in the evening several Sapulpa business men made some very interesting talks on bus and truck competition, legislation, etc. Mr. Morgan and Mr. Drift deserves much credit for giving us this wonderful evening's entertainment and too, the ladies who so generously served everyone present with coffee and sandwiches. Yes, and we missed the lady reporter from St. Louis this time.

F. A. McLaren, third Henryetta, off two weeks on jury duty, relieved by J. E. Custer.

G. M. Kirk, from agency Weleekta, to agency Altus, vice C. S. Smith to Sulphur, vice G. R. Arnold to agency Kiefer.

W. Walters bumped the agency at Seneca account the car agent's job being abolished at Sapulpa.

N. A. Collins off few days account jury duty, relieved by Baker at West Tulsa.

run, and extinguished the fire, with only slight damage to the house.

C. J. Bynum, who was cut off account reduction in force is now employed as county engineer of New Madrid County.

H. E. (Buddy) McBride is now in the produce business with his father-in-law in St. Louis.

The Frisco Club took their basketball team to Blytheville and defeated the Frisco team at that point. After the game the Chaffee team was entertained with a wiener and marshmallow roast.

TRAINMASTER'S OFFICE AND LOCAL FREIGHT HOUSE CHAFFEE, MO.

ILA COOK, Reporter

Basketball season is here again and from all appearances the Frisco team, under the direction of Harold Hopkins, will win out with flying colors. Hoppy is warning everyone if they wish to keep their money and jewelry they had better leave them at home.

Miss Juanita Holland, daughter of the late John Holland, engineer, has gone to South Gate, Calif., to make her home with an aunt.

Mr. and Mrs. H. C. Campbell have had as their guests their daughter-in-law, Mrs. W. C. Campbell, and baby son of Sapulpa, Okla.

We are glad to hear that G. Q. Briggs and C. O. Slaughter are able to be at home after an enforced visit in the Frisco hospital.

Mrs. H. L. LaGrange was hostess to the W. C. T. U. at her home on Elliott avenue on January 16. A very interesting program was given.

Mrs. J. L. Munima and daughter, Sharon Lynn, were recent visitors in St. Louis.

Fred French, brakeman, and daughter, Winifred, have returned from a visit with relatives in Jacksonville, Fla.

Mrs. Guy Maxwell has been visiting at the home of her mother, Mrs. V. D. Brown, in Oran, Mo. Mrs. Brown has been quite ill.

Mr. and Mrs. J. E. Barber have had as their guests Mr. and Mrs. Louis Rebling and daughter, Imogene, of St. Louis.

Our sympathy is extended to the family of J. J. Wehling because of the death of their nephew, Fred Salzman, on January 20. Fred has made his home with the Wehling's for the past year.

Congratulations are in order at the home of Mr. and Mrs. Claude Daugherty because of the arrival of a baby girl, January 16.

The stork also made a visit at the home of Mr. and Mrs. Claude Coker and left a daughter.

Mrs. A. H. Reser, assisted by Mrs. H. L. LaGrange, entertained the Philathea Sunday School Class of the Baptist church at the home of Mrs. Reser on January 20. The men folks were invited also. After a short business meeting the remainder of the evening was devoted to fun.

The Archie Smileys have moved back into their home on Gray avenue. We are glad that Archie is improving after being off duty some time account illness.

Earl Fatchett, who was displaced here, has gone to Hayti, Mo., to work as yard clerk.

James Morgan is now working first truck yard clerk, after being displaced as operator-clerk. Jim held this same position thirteen years ago.

RIVER DIVISION

OFFICE DIVISION ACCOUNTANT
CHAFFEE, MO.

RALPH STEPHENS, Reporter

Evidently someone doesn't think much of Mr. Wilhoit as a chauffeur if we are to judge by the Valentine he received. Anyway, we hope he don't get in the same fix as the man on the Valentine.

We now have a farmer with us. W. R. McDonough has leased some land from the Frisco near Morley, Mo., and says he is going to plant watermelons and cantaloupes.

Miss Ruby Stephens spent a few days in Fort Scott transacting business. Upon her return she was displaced by Miss Louise Weidman from Birmingham, and again returned to Fort Scott, which is her home.

Miss Weidman says she likes her work and Chaffee better every day.

Cy Stephens was called home one day recently account his home being on fire, but the fire department made a quick

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EDGEWORTH

SMOKING TOBACCO

Bob Cameron bumped first trick caller in this office.

The many friends of W. B. Thomson will be sorry to see him leave the active service of the Frisco, account retirement, but at the same time wish him many more years in which to boost the railroad for which he has worked for more than twenty-eight years.

MECHANICAL DEPARTMENT

R. E. RICE, Reporter

A new recipe for a 5:30 a. m. awakening comes from Virgil Alvey. Virgil has arranged an ingenious contrivance consisting more or less of an alarm clock and a radio so that he now wakes promptly at 5:30 to the sound of the bugle—reveille. Tune in on the "Top of the Morning" program at this hour some morning, you'll enjoy it.

B. H. Betts, traveling timekeeper, was a Chaffee visitor February 9 and 10, checking timekeeping records.

Clifford L. Peacher, car carpenter, has been laying off from work several days. He returned from the St. Louis hospital, where he had gone for treatment on February 12.

John Crippen, ARA clerk, and Mrs. Crippen made a week-end visit to relatives near Flat River, February 8.

Car Carpenter C. F. Emrick and his sister, Mrs. Geo. Morie, wife of sheet metal worker, were called to Parkersburg, W. Va., account death in the family.

Traveling Inspector Geo. Sprague spent a day at Hayti and two days at Chaffee the latter part of January making his periodical inspection of locomotives and shop conditions.

Mr. Ben Fowler, general foreman car department, has taken advantage of favorable real estate prices and purchased a residence in Cape Girardeau.

Reports are that the Chaffee Vocational School is progressing nicely and a good attendance is being enjoyed. There is always room for one more, however, so come on out Thursday evening.

Annual transportation for shop and enginemen arrived the first week in February and there was a great deal of hurry and flurry until each of the little yellow cards had been delivered to its owner.

Mr. Frank Ellis, general air brake instructor, paid a brief visit to Chaffee February 12 in company with Road Foreman J. S. Meldroth.

When you run short of conversational material, tune in on the *Hello World* radio station and get some statistics and information concerning the unfair competition of the motor trucks and motor buses.

Car Oiler Lyman W. Perkins has returned from Kankakee, Ill., on his old position as car oiler in train yard on the second shift.

Plans are now under way for a benefit entertainment to be given by the Chaffee Frisco Employees' Club early in March, proceeds to go to the local Provident Association.

Mr. Harry Harrison, accident prevention agent, attended the February mechanical department accident prevention meeting. Mr. Harrison is an advocate of "safety shoes" to prevent mashed toes and foot injuries. He has promised to bring some samples of these shoes on his next visit.

Messrs. Wetzel, state representative, bureau of education, and Charles R. Scott, superintendent of the Chaffee schools, were visitors at the Chaffee Vocational School February 12 and made brief talks to the employees.

Car Carpenter J. F. Hooker announces the arrival of an 11-pound baby boy who has been named William Ralph. The proud papa states that William Ralph is a future Frisco man, though the young fellow has not yet selected the department in which he will locate.

Jesse F. Dudley, sheet metal worker, Chaffee, recently filled a vacancy at West Tulsa.

CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

Chas. Moeder, yardmaster, was confined to his home for several days account of illness. However, he has now fully recovered and is again on the job.

Members of the freight office force were treated to a lot of excitement recently when they arrived at work and found the warehouse had been broken into. However, after careful investigation it was found nothing had been taken. Whoever broke in were evidently after cigarettes for not finding any in our warehouse they went directly across the street and broke into the Goddard Grocery Company and got away with over \$700.00 worth of cigarettes and tobacco.

Wm. Ruskamp, warehouse foreman, has a sad face these days because of the death of his dog "Niggie." "Niggie," a registered rat terrier, was 14 years old and the pride and joy of the Ruskamp family.

Mr. and Mrs. J. F. Neal spent a recent Sunday in St. Louis with Mr. Neal's son, Earl.

The position of bill clerk has been abolished in this office and Alonzo Foreman, who had been the bill clerk here for the past five years, bumped on the second trick revising job at Chaffee, Mo.

Word has been received here of the serious illness of Mrs. Henry Heft of Kansas City. Mrs. Heft was operated on for appendicitis but is recovering nicely. Mrs. Heft was formerly Miss Maurine Lloyd, daughter of conductor and Mrs. J. S. Lloyd of this city.

James Morgan is now second trick operator at the passenger station, having displaced C. E. Barron.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

C. G. Roland, maintenance of way timekeeper, has been off a few days, account sickness. Chris will never be able to give that new Dodge proper exercise that way.

J. J. Morgan, operator at Cape Girardeau, was a visitor in the office one day last month.

Mr. and Mrs. D. E. Gelwix, of Springfield, were in Chaffee to attend the banquet in honor of Mr. W. B. Thomson, who was retired from service January 23rd.

Several changes were made in the superintendent's office force last month. Leo Lane, formerly of the freight house force, is now working as assistant timekeeper, while Ray Fatchett has displaced Preston Howell as file clerk.

Miss Elizabeth Grieshaber accompanied Miss Ann Guethle on the latter's usual winter trip to Palm Beach, Fla. They departed February 7th and expect to return about February 24th, bringing back a good supply of sun tan and mosquito bites, along with the memories of a grand vacation. Miss Myrl Jones is filling the temporary vacancy during Miss Grieshaber's absence.

Miss Mary Farrell spent Washington's Birthday with friends in Jefferson City, Mo.

Mr. and Mrs. J. S. Frazier, of Memphis, Tenn., visited with some of their Chaffee friends while they were here to attend the banquet in honor of Mr. W. B. Thomson, January 23.

Mr. W. J. Ferguson, of the engineering department, has been absent from duty for a day or two account sickness.

Miss Elizabeth Grieshaber's mother has been visiting for a few days with friends and relatives in Festus, Mo.

C. D. Black, clerk to assistant superintendent, was a visitor in St. Louis over

the week-end recently. Carl changed his direction of traveling this time.

Gayn Paul, son of Dispatcher Dean Underwood, celebrated his ninth birthday with a dinner party to a number of his boy friends on February 14.

POCAHONTAS, ARK.

CLEATUS PRICE, Reporter

Account reduction in force at Poplar Bluff, Mo., Mr. E. Zimmerman is now working second trick operator-towerman, relieving Mr. Layman, who will go to the third trick.

Mr. A. E. Payer, agent, is on leave of absence, being relieved by Mr. R. D. Hudgens from Perryville Junction, Mo.

Mr. R. T. Harty, claim agent, spent several days in Pocahontas, Ark., attending court, recently.

Gigging fish in the vicinity of Pocahontas has been the sport for some time, until the rains came and the streams are all full of water now.

Highway No. 67 was officially opened for traffic February 10. The opening was featured by a big dinner sponsored by the Pocahontas Lions Club, and in the afternoon an address by Mr. Blackwood, chairman of the Arkansas State Highway Department. Following his address, a group of about 125 automobiles drove over the slab from Pocahontas to Corning, Ark., and return.

Randolph County, Pocahontas, Ark., has received four cars of food, feed and clothing from western states to feed more than 1,400 hungry, unfortunate families, who are victims of the burning drouth of 1930. These cars came from Windsor, Colo., Yoder, Wyo., Sidney, Nebr., and Creston, Iowa. All the contents, of the very best of feed and foodstuffs, were donated by the farmers and people of those localities and hauled to Pocahontas, Ark., free of all freight charges. The people of Pocahontas and the Randolph County Chapter of the Red Cross have assured them that the most needy families will be recipients of the bountiful gifts.

The writer has been working for the Red Cross for some time, doing all I can to help some of the unfortunates and seeing that the provisions received from the above western states are divided to the best advantage.

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AGENT'S OFFICE BLYTHEVILLE, ARK.

MARTHA REYNOLDS, Reporter

Fred Carlock, operator-cashier, attended the wedding of his niece, Laura Carlock, February 11, in St. Louis.

Mr. A. P. Matthews, assistant traffic manager, visited for a short while with the office force, February 18th.

John Poindexter, platform foreman, and wife visited with relatives in Walnut Ridge, week-end of February 8th.

Betty Lou Foster, four-year-old daughter of Yard Clerk Foster, was confined for a week with pneumonia. Betty is now able to be up.

A. P. Smith, third trick operator, formerly of Osceola, displaced O. L. Jenkins. Mr. Jenkins went to Leachville.

Jo. Miles, traveling freight agent for the Rock Island, visited with the office force January 19th.

NORTHERN DIVISION

OFFICE DIVISION ACCOUNTANT FORT SCOTT, KAN.

VASHTI GRIMES, Reporter

A winter's scene shown on the front cover of the December issue of our Magazine is quite a contrast from the mild winter we have had so far. Our thoughts of sleigh rides have turned to other sports—chiefly fishing. "Speedy" Reed and "Captain" Mitchell have made several fishing trips recently; however, we have not seen any evidence of a catch.

Bob Langston motored to Springfield February 7 and was accompanied home by Mrs. Langston and Jack, who had been visiting there for a few days.

Eunice Hagerman of Springfield displaced Helen Roberts, stenographer, January 29. Glad to have Eunice with us. Helen exercised her seniority in the office of terminal accountant at Birmingham and was pleased to return to the sunny South.

Sympathy is extended Laura Clark in the loss of her mother, January 28, at Thayer, Kan.

J. T. Connelly of St. Louis was a visitor here February 7.

C. W. Skates has recovered from a severe cold.

Charlie Long, formerly employed in the accounting department at Sapulpa, was a visitor here January 29.

Phil Briggs has returned to Ft. Scott, having been displaced at Birmingham February 14, and is now on the extra board. We hope he gets located soon.

Account reduction in force, Margaret Hendrick, of the engineering department, is out of service and has returned to her home in Detroit, Mich. Marge held the position as stenographer in this office for a number of years. We wish her every success and hope she will visit us when the opportunity presents itself.

Margaret Hendrick was the guest of honor at a bridge party Friday evening, February 5, given by Alice Hogan and Teresa Bayless, who employed a Valentine motif in the decorations and tally cards. At the conclusion of the games, a delicious menu was served. Sixteen guests were present to bid farewell to the honoree.

Out of the night comes dawn,
Out of sympathy comes service.

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KANSAS CITY, MO.

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TRANSPORTATION DEPARTMENT NORTHERN DIVISION NEODESHA, KANS.

MISS GLADYS ROTH, Reporter

First we want to state that we had an increase of \$22,500 in business for the year 1930 over the year 1929. We are real proud of this record at Neodesha, inasmuch as it is our understanding all stations cannot show this amount of increase during the year 1930. We had only five months during the year that did not show a nice increase and the balance of the seven months more than off-set the slight falling off of business during the five months.

Assistant Superintendent E. E. Carter was in Topeka for a few days during the first part of the month, looking after Frisco business in particular and railroad business in general.

Switchman J. J. Galyon, who has been

off for some time account sickness, is reported better and will soon be back to work with us.

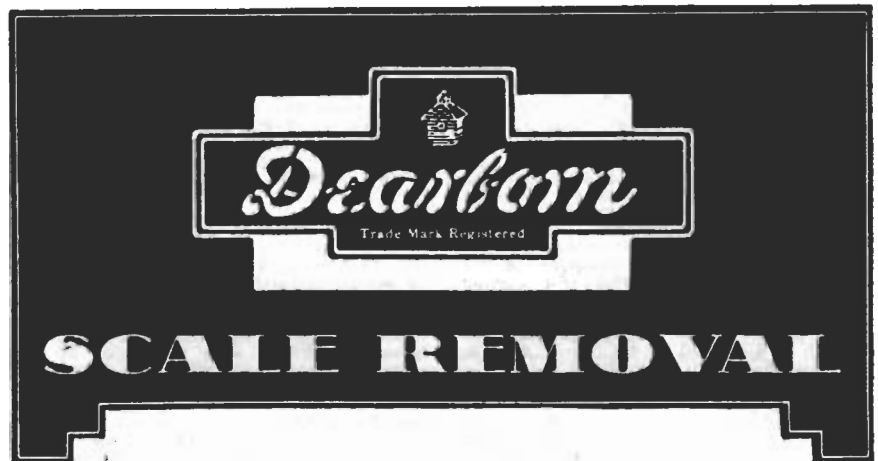
Mrs. J. A. Miller, Jr., wife of operator, spent a few days in Wichita during the second week in February.

Yardmaster C. S. Havens, wife, daughter Barbara and son Douglas spent a few days visiting relatives in Moran during the first of the month.

Switchman Y. Thomason, who was cut off the board at Neodesha, was placed back on the board. Here's hoping business gets so good that it will be necessary to hire more men in order to properly take care of it.

Mr. and Mrs. Harry Brown and Mr. and Mrs. Ray Reinbolt of Fredonia spent the week-end of February 14 at the home of Fireman Mac Vanderholf and wife.

And what do you know about that—we now have a "Doug and Mary" in our midst. C. Douglas Havens, son of Yardmaster C. S. Havens and wife, was married to Miss Mary Baird, daughter of Mr. and Mrs. A. J. Baird, of Neodesha, at Coffeyville, Kan., February 6, by Rev.



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SPECIAL 134
Rapid-Easy-Thorough

Joseph Boyd. After a short motor trip through the country, the happy couple will be at home at Neodesha. Here is wishing them health, wealth and happiness, the latter, we are sure, they will have and therefore we stress our wish on the first two. The wedding came as a complete surprise to many of their friends.

Ex-Roadmaster R. H. Holland was down to the office a few days ago, visiting old friends and getting re-acquainted with the railroad. "Bob" says he is kept rather busy at home these days, spotting up the landscape, etc., and although he misses the railroad, he does not have much time to get lonesome for it.

The writer wishes to take this opportunity to thank the sender of the perfectly "gorgeous" Valentine, received on Valentine Day, and can only state wish they could be a Will Rogers, or at least draw down his salary for a spell at least.

Dispatcher H. M. Cloud and wife entertained Conductor R. D. Doty, wife and family and Operator J. A. Miller, Jr., and wife at an oyster supper recently. Good time was reported by all.

The Neodesha Employees' Club gave an entertainment on the evening of January 26th, for their families and friends, with a good attendance. Engineer O'Hara, as chairman of entertainment committee, displayed real ability in that capacity by arranging card games, dance music and an excellent lunch.

Our popular ex-president, H. M. Cloud, was present and gave a talk in which he expressed many pleasant memories of his associations with the club. After he finished, President Malmgren made a "flowery" speech and presented him with a resolution of the club, previously prepared and signed by all members, expressing their appreciation of his past efforts in the interest of the club. Mr. Cloud accepted it with a dignified and solemn speech, and having been requested to open and read it to those present, did so. But, a couple members, less inclined to take things so seriously, had held out the real resolution and slipped in a comic valentine showing a fisherman in all his glory, and very appropriate of our ex-president, he being an ardent fisherman, having caught one last season the law allowed him to keep. After reading it aloud and showing the picture to his mirthful audience, and while president Malmgren was still looking for the real resolution, as he was not in on the joke, and reminded one of the cartoon Mutt and Jeff, where Mutt saw Jeff's twin brother Julius and thought he was seeing things, a member announced there had been a mixup in packages and handed the real resolution to Mr. Cloud, who read it aloud and thanked us.

It was a pleasant evening, and we are looking forward to the next social event.

OFFICE OF SUPERINTENDENT TERMINALS KANSAS CITY, MO.

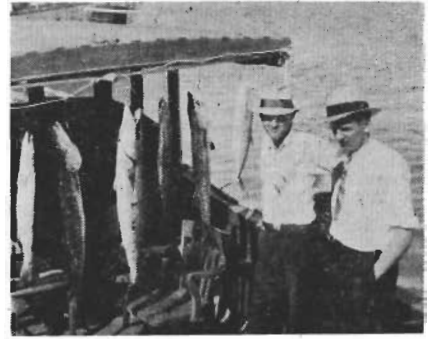
TOM KEHOE, Reporter

At a meeting of the Sunnyland Club, held at the freight house assembly room the evening of January 27, the following officers were elected for the year 1931: N. J. Fracul, president; E. C. Lindeman, vice-president; H. J. Hoke, secretary, and Frank J. Westerman, treasurer. From the number of traffic tips that have already been turned in during the past month, it would appear that the Sunnyland Club is successfully functioning in securing business. Richard O'Connor, car record clerk, yard office, was successful in using his influence to have the pipe for the new city water main project shipped from Birmingham, Ala., to Kansas City, Mo., by way of the Frisco. He is to be commended on this service, as the city water main project will necessitate the shipment of many carloads of water pipe. The first shipment contained 5 carloads and arrived at Kansas City, February 9. Ye old scribe, himself, joins the ranks of the "traffic tippers" by selling Frisco service to a party going from Kansas City to Hot Springs. He influenced the party to take the Frisco via Memphis. Let's all get busy and do everything possible to secure additional business, thereby not only making our own jobs more secure, but helping to open up opportunities for the return of some of our fellow-workmen who were cut of account necessary reduction of force, due to business depression.

Mr. W. L. Huggins, Jr., was in Kansas City January 24, where he met with a special committee in regard to a traffic survey to be made in the Kansas City district, and outlined the method of procedure in carrying out the survey in nearby towns allotted to the Kansas City territory.

Frank Reber, passenger conductor, passed away at 3:00 a. m., January 15, 1931, after a short illness. He will be sadly missed by his associates. On behalf of the office of superintendent terminals, wish to extend our sincere sympathy to his family.

We are sorry to learn that Mrs. V. A. Thomas has been seriously ill at the St. Joseph hospital. She was operated on Tuesday, February 10, and her condition necessitated a blood transfusion.



As proof of the haul, "Boots" Abercrombie (left) and Tom Davis, machinist apprentices at the Kansas City Roundhouse, sent in the accompanying photograph which was made on their December 30 fishing trip to Key West, Florida.

N. J. Fracul, of the yard office, very generously offered to undergo an operation for this purpose, and was called on at 11:00 a. m., February 13. Mrs. Thomas is getting along as well as can be expected. We all hope she will soon recover. Mr. Thomas is yard clerk at Centropolis.

Mr. J. E. Harris, assistant yardmaster at Rosedale, and wife, attended the annual DeMolay Pilgrimage to Mount Vernon, Va., during the week of February 22nd, where they visited the George Washington National Memorial, the Arlington Cemetery, the Tomb of the Unknown Soldier and other places of interest. They report having had a very pleasant trip. Mr. Harris is chairman of the Advisory Board of the Order of DeMolay at Kansas City.

We are informed that the stork arrived at the home of Frank Cascarro, coal chute assistant, bringing a 7½-lb. baby boy, whom they have named Jack. We wish to congratulate the happy parents.

We wish to extend our deepest sympathy to Mr. and Mrs. Frank Westerman upon the death of their son, who died January 24, 1931. Mr. Westerman is foreman in the store department.

Mr. J. H. Duff, switchman, underwent the harrowing experience of a holdup at 7:00 p. m., January 23, at Southwest Boulevard and Summit Street, while on his way home from work. He was accosted by two young men who jumped on the running board of his car, and by the use of a gun emphatically ordered him to drive to Ruby Road, where they robbed

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him of \$3.25 and his car. The police succeeded in locating the car and notified him on January 28 that it was in the Down Town Garage.

Paul Gibbons, caller, stole a march on us and was secretly married on January 10, 1931. The bridal couple plan to spend their honeymoon in Oklahoma City the week of February 22. They have our congratulations and best wishes.

H. J. Hoke and A. J. Finn are becoming "air-minded," and are planning on attending the High Flyers' Club meeting to be held at the President Hotel the first week in March. Mr. Finn is already trying to locate, or invent, a parachute that is guaranteed to operate in a distance of about 12 stores.

Mr. W. E. Baer is now working the third trick at Pleasanton, having been displaced in the OX office by Thomas K. Orr.

William H. Shore, switch foreman, has been suffering with an infected foot. After being confined to the hospital for a week, he and Mrs. Shore spent a short vacation with Mr. Shore's father at Memphis. His condition has improved, and we hope he will soon be back on the job.

Joseph Z. Quinlan, retired clerk, died at St. Mary's Hospital January 5, 1931, after an illness of three months. Mr. Quinlan was in the employ of the Frisco for 46 years, having entered the service in 1883 as a switchman. His widow, Mrs. Martha Quinlan, and family have the deepest sympathy of our office.

We regret to learn that Miss Maude McNulty, daughter of H. J. McNulty, yard clerk, will undergo an operation at the John Hopkins Hospital, Baltimore, Md. We wish her a speedy recovery.

Lee Taylor's mother is seriously ill, being confined to the Bethany Hospital, Kansas City, Kans. She is very low at the present time, but we trust to hear a favorable report soon. Mr. Taylor is chief clerk to the division storekeeper.

We are pleased to have Mr. A. E. Davidson, traveling accountant, with us. He spent the week of February 9 in our office, checking accounts and records.

N. J. Fracul, newly elected president of the Sunnyland Club, expects to be in

attendance at the first quarterly entertainment of the War Veteran's Society, to be held at the Hotel President, March 4, 1931. He is hoping to secure material for a play which the Sunnyland Club is planning to put on within a very short time. We hope he is successful in this undertaking. William Walsh, Ross Johns and Ralph Blank, who are "old veterans,"

are also planning to attend the entertainment.

It is rumored that the boys around the Switch Shanty are planning to present Switch Foreman Sams with an adding machine for use in calculating tonnage on the High Line.

Earl Leonard, revising clerk, returned February 9, after a two-weeks' visit in

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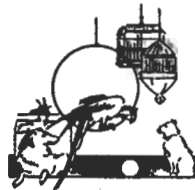
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Los Angeles. He reports a very enjoyable trip.

We are glad to see Kerby Fouts back on the job as B&B carpenter, after a short sojourn down the line, having been successful in "bumping" his way back to Kansas City.

The business depression seems to be lifting. F. E. Morgan, assistant to superintendent, recently purchased a new Majestic super-heterodyne radio, and William Walsh, of the Revising Department, a Whippet sedan. We congratulate them on their prosperity.

A Valentine Dance was held by the Sunnyland Club on February 14 at Wolfe's Winter Garden. A good time was reported by all present.

OFFICE OF GENERAL AGENT KANSAS CITY, MO.

MARK CASSIDY, Reporter

Frank Martin and Ray Batchelder went hunting a short time ago and bagged eleven rabbits. Frank shot a rabbit with horns and thought surely he had plugged a billy-goat. But the bunny had no beard, so Frank was reassured. I am told by local hunters that rabbits with horns are no novelty or unusual occurrence. Ray claims they should have had at least twenty rabbits, but the pesky critters wouldn't get in front of their guns.

John Leonard was off from January 19 to 24 for jury service. John says that this is an easy and interesting way to take a mid-winter vacation.

Earl Leonard has just returned from a three-weeks sojourn in California and vicinity. Ray Ruisinger worked his position while he was gone. If Earl went for a change of climate, he was wasting his time, for we are enjoying some really unusual weather.

Bill Collins, already the possessor of a Ford roadster, has decided to get a smaller car, so he can leave his big car at home when the weather is bad. Bill says the only drawback about the smaller one, is that if you put out your hand to signal, someone is apt to step on it.

Fent Benson lost a dollar and a nickel in a friendly poker game recently. He has been wondering where he should put the item in his budget. He is undetermined whether to put it in the recreational or educational column. Most of us are in favor of the educational column.

We are sorry to report the death of James Z. Quinlan, former switch clerk in the local office, and an employee of the Frisco for over forty-five years. Mr. Quinlan died January 24.

Also, we must report the death of the brother of Bow Westerman, assistant cashier, and the mother of Bill Deveny in the Commercial office.

Three positions were abolished in this office on January 26. The positions occupied by Al Westerman on the outbound train desk, Wade Peppard on the rate desk, and Frank Martin on the pouching and mailing job were the ones to be taken off.

Bonnie Malcolm's position in the revising bureau was abolished January 15. Bonnie immediately bumped on a position in the revising bureau at Springfield. Certainly hope that Bonnie likes his new surroundings.

Auditors A. P. Saugrain, Geo. Pipes and Rexford L. Mackey visited this office for a short time February 13. This is the first time that many of us have seen Mr. Saugrain since he left the Kansas City Zone Office.

Irene Barbee made a flying trip to Chicago the forepart of the week of February 8.

NEWS OF PITTSBURG, KANS.

ESTHER M. CHASE, Reporter

Mr. John Ackerson, formerly cashier at the freight station here, has gone to Joplin as ticket-cashier in the passenger

station. We are sorry to lose him, but wish him success in his new position.

We are sorry to report the death of Mr. Barcus, father of Roy Barcus, clerk to general yardmaster. We wish to express our sympathy to the family.

Mr. J. E. Homberg of Fort Scott is the new cashier at the freight station. We wish to welcome him to our city.

Mr. C. B. McCool, who has been off work for several days on account of an injured foot, is able to be at work again.

Mr. J. O. Armstrong, division engineer, spent a day in Pittsburg on company business.

Mr. and Mrs. Walter Marsh and son, Eugene, Mr. and Mrs. Carl Chase and daughter, Esther, Mr. and Mrs. Isaac Stalker, Miss Hannah Gaw, and Miss Eda Nigh motored to Fort Scott February 7, where they attended a party at the home of Mr. and Mrs. H. W. Cooper. Mr. Cooper is a former roadmaster at Pittsburg.

Mr. C. L. Payne, assistant superintendent, spent a day in Pittsburg.

Mr. F. H. Nachtmann, representative of the fuel department of St. Louis, spent a day in Pittsburg on company business.

Mr. F. S. Vail spent a few days in Wichita, visiting relatives.

OFFICE OF SUPERINTENDENT FORT SCOTT, KANS.

BLANCHE BICKNELL, Reporter

Claude Reeder took a three-day lay-off account being on jury service in the district court. Ed. Knox worked Mr. Reeder's job during his absence; Jack Young working as file clerk, and J. W. Gray, Jr., working as office boy.

Mr. and Mrs. Stanley McQuitty spent the week-end in Springfield, Mo., visiting relatives, Mr. and Mrs. Theodore Trapp and Mr. and Mrs. C. O. McCain.

T. W. Manning has been assigned to the position of bill clerk, freight office, Fort Scott.

Many Fort Scott Frisco employees went down to Pittsburg, February 12, to hear Gigli, famous Metropolitan opera tenor, in a concert at the K. S. T. College at that point. The assisting soloist was the coloratura soprano, Kathryn Newman, who has been on a tour with him in the East in a series of concerts. Miss Newman is the daughter of Mr. and Mrs. W. E. Newman of Wichita, Kan., but for many years residents of Fort Scott before moving to Wichita.

Jouett Shouse, Democratic national executive committee chairman, passed through here on the Sunnyland, on January 7. Many people greeted him during the short stop at the station here.

Misses Helen Roberts, Vashiti Grimes, Blanche Bicknell, Gladys Roth, Teresa Bayles, Margaret Hendricks, attended the Frisco dance held at Kansas City in Drexel Hall.

Miss Gladys Roth has gone to Neodesha to work as stenographer-clerk to Assistant Superintendent E. E. Carter and Roadmaster G. C. Harris. Miss Bernice Heinbach of Neodesha has taken the position of stenographer to Division Engineer in the Fort Scott office.

Miss Margaret Hendricks has left for her home in Detroit, Mich. Miss Laura Clark has gone to Thayer, Kan.

Miss Helen Devine has returned to Springfield, Mo., after substituting in Ft. Scott for a few days, in the superintendent's office.

Mr. and Mrs. R. Y. Humphrey are home from a month's trip to California.

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FT. SCOTT, KANS.

Frank McCann is now working the position of stenographer-clerk in the office of Trainmaster Hubbard. Virgil Briggs, formerly a timekeeper in the superintendent's office, has transferred to Trainmaster Hubbard's office.

J. E. Holmberg, who has held the position of bill clerk at the freight office, Fort Scott, was the successful applicant for position as cashier at Pittsburg, Kan. W. L. Dever and wife spent a few days visiting in Memphis, Tenn.

George Scott attended the automobile show in Kansas City recently.

Mrs. Jack Dalton has returned from a visit in Mississippi.

W. W. Norwood has been assigned to second trick operator position at Olathe, Kan.

F. W. Crain was assigned to the agency at Patterson.

MAINTENANCE OF WAY DEPT. FORT SCOTT, KAN.

BERNICE HEINBACH, Reporter

All roadmasters, B&B foremen and water service foremen were in Fort Scott the afternoon of February 16th, attending Accident Prevention and Better Service Meeting.

Mrs. Oscar Hudson, wife of pumper at Fall River, is in St. Louis, account of the illness of Mr. Hudson.

We wish to express our sincere sympathy to Mr. Oscar Russell, B&B carpenter, who lost his father on February 9th.

Account Section Foreman W. T. Trisler being made roadmaster, effective January 1, 1931, on the 13th Track division, Mr. John Bennett, section foreman, Section I-6 at Cherokee, was assigned to Section L-4 at Girard, Kan.

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Andy Long was assigned section foreman of Section F-4½ at Carthage, Mo., on February 1.

O. D. Garland was assigned foreman of section F-12 at Oswego, Kan., February 9th.

James Goudy was assigned section foreman, section L-6 at Cherokee, Kan., on February 2nd.

W. A. Dierolf was assigned section foreman, section F-20 at Fredonia, Kan., on February 16th.

Because of reduction in force at Ft. Scott, Miss Gladys Roth, stenographer in trainmaster's office displaced Miss Bernice Heinbach, stenographer for assistant superintendent and roadmaster at Neodesha, Kan., who, in turn, displaced Miss Margaret Hendricks, stenographer in the division engineer's office at Ft. Scott, Kan.

TRAFFIC DEPARTMENT KANSAS CITY, MO.

W. A. YOUNG, Reporter

The weather continues mild. It is even better than California, because of the advantage of enjoying California weather and yet remain in Missouri.

Perhaps the combined efforts of the freight and passenger departments, to keep "Herbie" Bradfield indoors groundhog's day, may be a contributing factor to the continuance of springlike weather.

Business in our district seems to have reached the bottom and to be starting on the long climb to normalcy.

Our office was able to show an increase for the last month over a year ago. We are about even, so far this month, with February, 1930, which was a very productive month and to equal it this year will be most gratifying.

There have been numerous changes in our department recently. In efforts toward retrenchment, Oleta Tate, stenog-

rapher, was displaced. Miss Tate is an excellent stenographer and we are sorry to lose her.

Carl Smith, of Memphis, displaced "Herbie" Bradfield in the city ticket office. "Herbie" has returned to the operating department.

Rex Moore has bid in the telegraph job, vice F. Crain. Mr. Moore formerly held a like position at Pleasanton, Kan. Allan French has been filling the telegraph job temporarily, pending assignment on bulletin. Mr. French will return to the telegraphers' extra board.

"Mel" Anderson, SF&PA, has purchased a new radio. The first evening, after trying in vain to tune in on a local station, "Mel" gave up in disgust. It remained for Mrs. Anderson to discover that the machine was not connected to the power. "Mel" had failed to insert the cord in the light socket.

"Bill" Deveney is quite busy of late. He has undertaken the position of traffic manager for his son's electric railroad.

local office reports a decided increase for the first twelve days of February, comparing very favorably with the same period last year. This can be attributed in part at least to merchants getting in their early spring stocks, due to the continued balmy weather.

Mr. E. J. Immele was called to Montrose, Mo., January 22, because of the illness and death of his mother. He has the sincere sympathy of the entire force.

Glad to know that Mrs. S. B. Ramsey, who has been confined to her bed for the past three weeks with heart trouble, is improving nicely.

Mrs. Ed. Hadler was taken to Wesley Hospital February 13, where she will undergo an operation. We all wish her a speedy recovery.

Chief Clerk Immele enjoyed a few days' visit from his brother, Carl Immele, of Kansas City, Mo., where he is affiliated with the American Lumber Company. He was in Wichita attending

WESTERN DIVISION

WICHITA, KANSAS, NEWS

LOTA L. WILLIAMS, Reporter

A little of the hoped for increase in business is noted here and there—the

The American National Bank

PARIS, TEXAS

Capital, Surplus and Undivided
Profits, \$350,000.00

FRISCO DEPOSITORY BANK

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THE FORT WORTH NATIONAL BANK

FRISCO DEPOSITORY

Main at Seventh Street

UNITED STATES DEPOSITORY

the lumbermen's convention, January 28-30.

Mrs. H. A. Baker and son, Ned, spent the week of February 2 visiting with friends and relatives in Kansas City.

T. K. Orr, former agent at Buhler, Kan., was in the office February 4, enroute to Kansas City, having experienced a "bump" at Buhler.

Saturday afternoon golf doesn't seem to be the only hobby of Mr. Frank Archer, as he has gone into the chicken business in a small way, but anticipates big results in the way of fried chicken by April 1. His friends are keeping the date open—hoping for a few nibbles at a wishbone.

Mr. H. E. Morris, assistant freight and passenger agent, was recently in Augusta and Neodesha on business in the interest of the company.

All's well at the roundhouse, which is good news, though briefly told.

Harold Byerly and Bill Baker were out recently taking snapshots of the newly repaired auto dock, now equipped for unloading end-door cars.

At a recent mass meeting of approximately 700 employees of the six railroads serving Wichita the "Wichita Ship by Rail Club" was organized for the purpose of bringing about the proper regulation of busses and trucks. Mr. H. L. Byerly, car clerk of the local Frisco office, was elected as secretary and treasurer of the club. Various departments of the railroad are represented by the following Frisco employees, other railroads being represented in like manner: E. J. Immele, Frank Archer, S. P. Haas, Ralph Dinmore, Claude McGee, C. Steelsmith, Muri Calvert, H. Goodwin, V. Brady, S. B. Ramsey, Geo. Paterson, C. E. Armstrong, W. F. Kelly, E. C. Fuson, B. G. Morgan and E. C. Hadler. Membership cards have been printed and the activities of the club are well under way.

While his wife was in Kansas City, Bill Baker came to the office one morning wearing a derby—which he had some difficulty in explaining to the satisfaction of the rest of the office force. There had been a party the night before, and when he took his departure, his own hat was among the missing, and he had to take what was left—the derby. However, after Mrs. Baker's return, the derby was seen no more.

Mrs. R. J. Dittich (Helen Sheehan), formerly roadmaster's clerk here, called at the office recently in company with her husband, Dr. R. J. Dittich. Friends hope to see them more often.

TRANSPORTATION DEPARTMENT ENID, OKLA.

CAMPBELL & HICKS, Reporters

Arthur Fitzgerald, son of the agent at Bessie, who is attending the Oklahoma University at Norman, spent a few days with home folks between exams, recently.

We extend our sincere sympathy to the family in the recent death of Henry R. Vance, engineer, who died suddenly at an Enid hospital, January 21. He was ill just a short time and his death was quite unexpected. Mr. Vance had been with the Frisco for about 26 years, and he leaves a host of friends to mourn his passing.

Mrs. D. E. Callahan, wife of dispatcher, is in California, visiting with her son, Dan, Jr., who was quite seriously injured by a hit and run driver a few

weeks ago. Danny is getting along as well as can be expected, but it will be some time before he is able to return to work.

Jack, son of Dispatcher and Mrs. Har-riss, is getting along fine after his emergency operation for appendicitis.

Mr. F. C. Gow, assistant superintendent, is quite proud these days, and he has reason to be. A son arrived at the home of his daughter, Mrs. John Kimmons, of Birmingham, Ala., and Mr. Gow is planning now on making a trip south to make the young man's acquaintance.

J. P. Sheets, extra operator and agent, has been quite busy lately. He relieved J. R. Duck at Hobart for a few days on account of illness; then relieved the agent, who was away for a few days. Just now he is working as second trick operator at Clinton, while F. G. Smith takes a little vacation.

C. A. Hurst, another extra man, relieved the agent at Keystone, Mr. R. K. Anthis, for a few days. This all helps to keep the ball rolling, and to keep the men working, who have been cut off on account of the reductions in force.

Miss Clara Schomaker, who was recently let out on account of reduction in force, is now working for the Washoma Petroleum Company at Enid. We congratulate Clara on her new position and wish her every success.

Mr. H. Benecke, engineer, is responsible for the story of the man who was standing in the soup line in Oklahoma City recently and was touched for \$47.00.

In scouting around for a little bit of news that might be interesting to our readers, we found an envelope that had been in service for 16 years, and still going strong. The first stamp bears the date April 15, 1915, Atlanta, Kan.

It is probably a little early to talk about wheat, but just the same the wheat on the Western division is looking mighty good. Now if we just have a good crop and somewhere to ship it, what a grand and glorious feeling that will be.

Mrs. R. C. Canady, wife of assistant superintendent, was visiting Mr. Canady in Oklahoma City when Will Rogers stopped there on his relief tour. Mrs. Canady had the pleasure of meeting Will, and as he is Oklahoma's favorite son, and internationally known, it was quite an honor to meet him personally.

TEXAS LINES

TRAFFIC DEPARTMENT FORT WORTH, TEXAS

CORYLYNE PLEDGE, Reporter

The Fort Worth offices were favored with short visits from our President, Mr. Kurn; also Vice-President Koontz and Passenger Traffic Manager Merchant of St. Louis during the past two weeks.

Due to cut in forces, J. C. Tewmeyer, our tracing clerk, is no longer with us. We will miss J. C. and wish him success in any line of work he may undertake.

Everyone in these parts is looking forward to the Southwestern Exposition and Fat Stock Show, held annually in Fort Worth, March 7 to 15. As usual, this is scheduled to be "bigger and better" and all those so inclined can don chaps and spurs and let out suppressed "whoopees." There are always exciting times at these

rodeos and even the most dignified cannot help but get excited when a bucking bronc or steer hurls some young hopeful sailing through space, and woe to him if a quick exit isn't made after landing.

Traffic department employees don't seem to have had any exciting experiences to relate this time, but in looking around over the office, just wonder if you can feature such things as:

Harry Granger with a toupe?

Mr. Steele dictating slowly?

Mr. McFrancis dictating fast?

Edith Howard without chewing gum?

Mr. Perkins late to work?

Frank Hubert not trailing a file?

Mr. Aldredge not talking to the ladies?

Mr. Law without cigars?

Mr. Jordan getting train arrival report in on time?

Frank, the ticket office messenger, without a smile?

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

E. E. Glascock and J. J. Fortner, section stockmen, were on the sick list the early part of this month, but both have returned to work now.

L. McMillan, chief clerk, is ill of influenza at present. We wish for him a speedy recovery so he will soon be back at his desk.

Floyd Kniffin died of pneumonia on January 28. He was an employee of the car department, but had been laid off for some time. We extend sympathy to Mrs. Kniffin and family.

We lost one of our employees the first of February, Donald Anderson, steno in the master mechanic's office. He accepted a job in Springfield. We hated to lose him, but our loss is their gain.

Clyde Ford, clerk in the general foreman's office, was cut off February 1, so he took the job made vacant by Mr. Anderson.

Mr. and Mrs. J. J. Thurston of Springfield have been visiting Mr. and Mrs. J. E. Breedlove of Sherman. Mr. Thurston formerly worked here as car foreman, but at present is working at North Shops. He came out to see us and we were proud to see him.

Mr. and Mrs. Loys Cherry of Springfield have been visiting here. Mrs. Cherry is J. J. Thurston's daughter and they made the trip to Sherman with the

FIRST NATIONAL BANK in Wichita

WICHITA, KANSAS

RESOURCES

\$20,000,000.00

FIRST NATIONAL BANK OF BIRMINGHAM, ALA. FRISCO DEPOSITORY

The Central National Bank •

OKMULGEE, OKLAHOMA

We appreciate your account.
Capital and Surplus \$350,000.00

March, 1931

Thurstons. Mr. Cherry is employed at North Shops.

John McKinstry and Miss Mildred Wright of Denison were married at Durant, Okla., Saturday, February 6th. We extend congratulations, as John is a former employee of this department.

The whistles shrieked on the night of February 5 and brought out the fire department employees. There was a fire in the Safety First Room, but the quick work of the fire department extinguished the blaze before much damage was done.

J. T. Bell, laborer, made the trip on the supply cars this month. This was Mr. Bell's first trip on the cars and he was very much enthused to make the trip down to the cactus country.

Mr. and Mrs. P. L. Stenger were called to Monroe, La., about the middle of January, to be with their son, who was seriously injured in an automobile accident in that city. The boy is district manager of the Southern Bell Telephone Company, with headquarters at Monroe. Reports from the hospital are that he is improving. Mrs. Stenger is still at his bedside.

John H. McDuffie, son of Stationary Engineer H. L. McDuffie, visited his parents the later part of January. He works for the Jones-Heetlester Company of Kansas City.

The Safety Cup came to the Texas Lines the other day, for the last period of 1930. This was because the employees lived up to the rules of Accident Prevention. We are all very proud of the cup.

A Missouri-Pacific Lines magazine for February floated in this office the other day from somewhere and we were interested to see pictures of Messrs. P. J. Neff and J. E. Rosenbalm, who formerly worked on the Texas Lines at Ft. Worth. Mr. Neff was division engineer and Mr. Rosenbalm was B&B foreman. We also read the reports and found the names of Sid Beacon and Mr. Stuckey, who also were employed on the Frisco at Ft. Worth in the engineering department.

PARIS, TEXAS

N. B. PALMERTREE, Reporter

Mr. and Mrs. E. B. McGaha attended a dance given by the Lamar Country Club the first of this month.

Mr. and Mrs. C. S. McCord entertained the Young Married People's Class of the Bonham Street Baptist Church on February 10, 1931.

Mr. and Mrs. E. S. Olson visited Dallas on Monday, February 9, 1931.

Mr. W. R. Taylor is the new warehouseman, coming from the cashier's office at Dallas, Texas. Welcome to Paris, Taylor.

Matt Stephenson said he didn't care so much about his name appearing in the Magazine, but to be darn sure that it was on the payroll. Bill Cooper heartily agreed with him.

Mr. and Mrs. W. B. Crawford and son, W. B., Jr., and Messrs. T. R. Jackson and M. L. Williams enjoyed a visit with one of their old friends, Miss Faye Hackleman, who was formerly a clerk in the freight office at Paris, and her mother at Fort Worth, Texas. While there Messrs. W. B. Crawford, M. L. Williams and T. R. Jackson attended the district meeting of the Knights of Pythias, the work being put on by the Supreme Lodge of Knights of Pythias. The convention and visit was enjoyed very much. The ride was very enjoyable in Mr. Crawford's new car.

Mr. J. D. Patella is the new yard clerk, having displaced Mr. R. M. Stice. Mr. Patella comes from Dallas and we extend him and his family a hearty welcome to Paris.

The City of Paris was in charge of the Boy Scouts on Thursday the 12th, and everything was carried on in perfect order. We are proud of this Scout activity as it furnishes good, wholesome teachings for the coming generations. The Girl Scouts are well organized, also, in Paris, although there are not as many



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of them as there are Boy Scouts. Mr. T. R. Jackson, clerk in the mechanical department, has the honor of helping in this Scout movement, as he is Assistant Scoutmaster of Troop No. 11, consisting of boys from West Paris.

The American National Bank of Paris failed on February 5 and caused a great deal of worry and fretting among our fellow employes as most of us were depositors in this bank. We hope that everything will be worked out to suit all concerned.

Messrs. Ed. Cheney and L. P. Barton, auditors, were in Paris February 12.

Since the two-cent passenger fare went into effect on the Frisco the passenger business has increased considerably and we hope that it will continue to increase.

W. A. McWilliams, relief agent, was in Paris on Friday, February 13, but happened to no bad luck.

We extend our sympathy and sorrow to our brother employe, Cam Creel, in the loss of his prize game rooster, which disappeared from his home several nights ago. Mr. Creel said that a fortune teller told him that the rooster had strayed off and an automobile had run over him—but if so what become of the body, Cam?

We were very sorry to lose a good engineer off of the local run and hope Mr. Lesueur decides to return soon.

V. P. & G. S. OFFICE FT. WORTH, TEXAS

MARY BESS SMITH, Reporter

Everything looks great for the Frisco Employes' Club of Ft. Worth for the year 1931. Club activities are well under way for the ensuing year. Briefly, since last issue of the Magazine, club activities have included:

Election of officers: Mr. Ben B. Lewis, president; Misses Leda Belle Durrett, secretary, and Mary Bess Smith, vice-president. Meeting of executive committee to draft by-laws; meeting of club to pass on same. Meeting of finance committee, at which time budget program for the coming year was submitted. Meeting of program committee.

Meeting of traffic tips committee scheduled for February 18. Feel we are laying a solid foundation for balance of the year. All club members, while very much interested in the various entertainment features, are concentrating time and energy on getting back some of the business lost to trucks and buses. Traffic solicitation will consume most of our time and thought.

In this connection we are greatly encouraged that various Chambers of Commerce on Texas Lines have gone on record favoring regulation of buses and trucks—in fact, most of these have pledged their hearty support. We understand, too, a number of bills have been presented to present legislatures for action, which we feel will result in regulation of buses and trucks. As a whole the merchants up and down the line are fully in accord with our view that present competition is on an unfair basis.

Mrs. O. H. McCarty is almost well again, and we are mighty glad to hear that.

Timekeeper Miller, of the accounting department, although improved, is still on the sick list. Certainly hope he will be out soon.

We are all looking forward to our holiday, the 23rd. Don't know just how everybody plans spending the week-end—whether visiting friends and relatives, entertaining out-of-town guests, or "just taking it easy" in a quiet way at home. Any of them sound good to me, so am sure we will all enjoy the occasion.

Engineer C. C. Clark returned last week from a trip to his old home in Nebraska, where he visited with friends.

We had as visitors in Ft. Worth last week, President Kurn, Vice-President Worman, Assistant Chief Engineer Barry, St. Louis; Car Accountant Johnson,

Springfield; Mr. Ball, secretary to President Kurn, and Mr. Russell, secretary to Vice-President Worman.

Messrs. D. L. Forsythe, Joe Ray and Frank Ellis, of Springfield; S. C. Cole, Ft. Smith, and F. E. Bates, Enid, were visitors at fuel meeting, held at West yards, January 29.

We have just heard February 21 is Buddy Grace's birthday. Congratulations and best wishes for many happy returns of same, Buddy, from Ye Ole Office Force!

March 7 through 14 is Stock Show Week in Ft. Worth and the old town will be all dressed up for the occasion and feeling in a holiday mood, so you folks wishing to see Ft. Worth at its best had better pay us a visit and see some honest-to-goodness cowboys and rodeo trick and fancy riding. Welcome to Cowtown!

MECHANICAL AND STORES DEPT. FT. WORTH, TEXAS

J. D. WACEY, Reporter

A well attended fuel meeting was held at this point on January 29. Interesting talks were made by several on fuel conservation. Also soliciting business for our railroad was particularly stressed.

Mr. H. E. Burgess, recently elected general chairman of shop crafts committee, was a visitor here February 3. Call again Mr. Burgess, you left a favorable impression on all of us.

Several shop men attended the funeral of George Emery, former employe, whose death occurred February 5.

H. E. Mayfield, fireman, is spending a few days in Brownwood.

J. E. Dew, fireman, has reported for duty after a brief illness.

S. M. Jones, engineer, has traded automobiles again, getting the better of the bargain as usual.

G. A. Madden, engineer, confined to Harris hospital for several days during January, has reported for his run, with a diet slip and his molars missing.

Joe A. Ray, former engineman out of this terminal attended the fuel meeting January 29. Joe's appeal to save fuel was accepted graciously but his request for supper had not been acted on at the close of the meeting.

Mrs. R. W. Courtney, wife of electrician, is confined to her home on account of illness.

We regret to learn of G. B. Roe, brakeman, being confined to Harris hospital account of a broken limb.

SOUTHERN DIVISION

YALE, TENN.

MABEL WOOD MANSEE, Reporter

Mr. B. T. Wood made an inspection at Yale recently and, from all indications, there were no words of criticism left behind.

Mr. Norman Jones spent a few days in St. Louis recently, visiting with relatives and friends.

Mr. Rodney E. Wilcox and wife made a trip up to Thayer for a short visit with relatives and friends.

All of the store department forces at Yale have been working five (5) days per week, however, due to the increase in the amount of work, believe it will only be a short while before conditions are such that it will merit the full six-day week again.

Mr. C. E. Wright, traveling storekeeper, paid us a visit on February 6th and 7th, checking for surplus material. We were mighty glad to have Mr. Wright with us and hope we may be

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St. Louis, Mo.



Ice

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avored with another visit from him in the near future.

True to the old adage, the "ground hog" saw his shadow this year and the superstitious theory is working out, for we have been having quite a bit of gloomy, rainy weather. Believe everyone is glad to see it, for don't think a whole lot of it would displease the farmer just at this time.

PENSACOLA, FLA.

GERTRUDE BAZZELL, Reporter

During his convalescence, Mr. Donnelly, of Springfield, together with Mrs. Donnelly and son, spent the last week of January at Pensacola.

Friends of Mr. and Mrs. L. L. Bangert and family regret very much their return to Springfield to make their home. This account Mr. Bangert having been transferred back to Springfield.

Woodrow Creel, young son of W. L. Creel, cashier in agent's office, who was injured in automobile accident January 29th, was brought home from the hospital on February 11th. We hope for him a speedy recovery.

We were very sorry to have Miss Margaret Stewart return to Memphis so soon after joining us here, but at the same time we are glad to welcome Miss Idalee Chum, of Memphis, who is now working in the freight agent's office.

Messrs. C. B. Michelson of St. Louis, and J. H. Halligan were recent visitors.

Mrs. J. B. Morrow and son, Jimmie, who have been spending some time at Florosa, Florida, accompanied Mr. Morrow to St. Louis recently.

George Heist, extra clerk, Memphis, is now working the first trick yard position at Pensacola.

We were glad to have Mr. and Mrs. W. L. English of Springfield with us for a short visit on February 14th.

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Balfour F. Thompson, soliciting freight and passenger agent, is becoming quite a star in the bowling world; following clipped from the Atlanta Journal February 1st: "B. F. Thompson, who was over here Saturday night with a Birmingham team for a match with the Atlanta Ramblers, walked away with the first place, averaging 213 for the three games—total 927 for the three games."

Mrs. L. M. Cannon, wife of city ticket agent, has just returned from a visit with relatives in North Carolina.

Frisco Employees' Club will have a dance latter part of February; the usual large attendance is expected.

Birmingham Traffic and Transportation Club held their annual banquet and election of officers February 12th. A. W. Vogtle, traffic manager, Debarleben Coal Corp., being elected president with following successful candidates: B. M. Angell, traffic manager, 1st vice-president; W. B. Lewis, T. M. Sloss-Sheffield S&I Co., 2nd vice-president; J. E. Springer, assistant traffic manager, is the retiring president, after a year full of good work and much accomplished for the benefit of the club and community.

Mrs. C. A. Billingsly, wife of local agent, Jasper, Ala., was a recent visitor in Birmingham.

The writer, accompanied by her son and brother, motored to Montgomery, Ala., last Sunday, for a days' visit with relatives.

BIRMINGHAM TERMINAL

NELLIE McGOWEN, Reporter

Mrs. O. H. Fossett, wife of clerk, is visiting relatives in New Brunswick, N. J.

W. R. Bennett of Tulsa, Okla., formerly employed as chief joint inspector at Birmingham, paid us a short visit last week.

Mrs. J. H. Bryan and son Al, wife and son of switchman, are visiting relatives in Manchester, Ga.

J. H. Johnson, clerk, and wife, formerly Miss Doras Looney, daughter of Conductor C. N. Loney, of Amory, Miss., have returned from their wedding trip, which was spent in St. Augustine, Fla.

Sympathy is extended to Mrs. L. M. Westerhouse, wife of general foreman, in the death of her mother who passed away on January 19th at her home in Ft. Scott, Kans.

Our sympathy is also extended to Miss Eula Montgomery, stenographer in superintendent terminals office, in the death of her nephew who died at his home in Asheville, Ala., on February 5th.

Joe Meridith, frog repairer, and wife, were called to Greenville, Ala., recently, account of death of a relative.

The many friends of Mr. Gus Lambert, a retired engineer on the Birmingham Sub, will be glad to know that he has been made an honorary member of the Grand International Division of the Brotherhood of Locomotive Engineers and presented with a forty year badge. Mr. Lambert has been an invalid for several years and resides in Cleveland, Ohio, but still retains his seniority on this division and has many friends here.

Very sorry to report that J. A. "Dippy" Morton is ill in St. Louis hospital, having gone there for an operation. We hope Mr. Morton will soon be able to be back on the job again.

A number of Frisco employees enjoyed the dance given by "The Ladies' Traffic Club of Birmingham" at Roebuck Club night of February 10th.

A. B. Davidson, crossing flagman, is in St. Louis hospital for treatment.

Dr. R. A. Woolsey and Mr. B. T. Wood of St. Louis paid the joint terminal a short call recently, while in Birmingham.

A number of the officials attended the annual banquet and election of officers of the Birmingham Traffic and Transportation Club on Thursday evening, February 12th. Those in attendance were Mr. F. H. Shaffer, Mr. M. M. Sisson, Springfield; Mr. W. L. Huggins, of St. Louis; Mr. S. J. Frazier, of Memphis, and others.

AGENT'S OFFICE ALICEVILLE, ALA.

L. S. BROPHY, Reporter

Local freight trains 945 and 946 have been pulled off, train 939 doing the local work between Amory and Aliceville as well as handling the AT&N connection.

Our carload business to and from the ATN Ry., Aliceville, for month of January, 1931, exceeded January, 1930, about 80 loads.

Brakemen E. M. Baker and Ruebel McKinney are now assigned trains 949 and 950, Sunday layover, Magnolia.

Operator Nettles, recently bumped. Boligee, paid us a visit between trains, February 4th.

Special Officer Brooks from Linden was taking care of business for his department here, February 5th.

Since our last writing, a clerk and one operator have been cut off at this station. The remaining few are in high gear.

Clerk W. W. Moore, recently cut off at this station, spent 10 days in hospital, Memphis, with an infected toe. Since returning from hospital Mr. Moore bumped on clerk's job, Columbus, Miss.

The weather thru this section is ideal at present. Spring plowing is in full blast.

OFFICE DIVISION ENGINEER MEMPHIS, TENN.

C. C. SICKLES, Reporter

On February 9th, meeting was held at the Glenview Community House at which approximately five hundred Frisco employees were in attendance. Resolutions were adopted requiring state and federal representatives to use their influence and votes for legislation requiring bus and truck companies to be placed on equal footing with the railroads in rate and regulation matters.

J. M. Van Dover, former transitman in this office, has accepted position with the Phillips Petroleum Corporation of Bartlesville, Oklahoma.

Contract has been let to Contractors Hedges and Weeks, of Springfield, for the construction of new highway underpass at Fordland. This underpass is being built jointly by the Frisco and the State Highway Department to accommodate U. S. Highway No. 60.

W. B. Dallas, former messenger in this office, has practically recovered from a recent major operation and is able to get about with the aid of a cane.

Considerable rain has fallen over this part of the division recently, but so far we have not had any trouble account high water.

A new overhead crossing is being built at Thayer and is handled by contract. This overhead crossing is being built jointly by the Frisco and the State Highway Department and will accommodate U. S. Highway No. 63. This grade separation will be a great improvement over present grade crossing.

The National Tube Company of Pittsburgh are now locating their concentration and shipping yard at Memphis. They will bring their steel products

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down the river in barges and distribute same from their Memphis plant.

Wire Chief Lamkin has shown little improvement during the past month.

Pile Driver outfit is now working on the Pensacola Sub finishing up the 1930 program.

Curtis Blackwell, our capable file clerk, has purchased a new Columbia radio.

OFFICE OF DIVISION ACCOUNTANT MEMPHIS, TENN.

IONE SHEARIN, Reporter

Although it has been quite a while since this department has had a reporter, we want everyone to know that we are living and going strong.

Miss Julia Gossett, comptometer operator, was off one day recently account illness, but glad to report that she is on the job again.

Our deepest sympathy is extended to J. Otis Hardin, due to the death of his father at Lima, Ohio, and also the death of his cousin, both deaths occurring in the same week.

We were sorry to lose Otis, whose position was abolished, effective February 14th. Otis exercised his seniority in the office of terminal accountant at Birmingham, displacing assistant bill and voucher clerk, J. P. Briggs.

Mr. Joe Connelly spent January 16th and 17th in the office.

Mrs. A. E. Biggers just returned from a visit with relatives in St. Louis.

Mr. Asa A. East, retired pumper, was in the office recently and one of the first persons he wanted to see was A. E. Biggers, whom he knew when Audie was but a mere lad.

Paul Schmitz was very much pleased to find a \$10 bill in the grate before starting the fire, however, his investigation developed it was his own money which had been used as a plaything by his youngster.

C. E. Reed, assistant bill and voucher clerk, is making his plans for a fine garden and he will no doubt be able to supply the accounting department with vegetables during the summer.

The Al Chymia Pow-Wow was held at the Ellis Auditorium on February 10th and among those present were Mr. and Mrs. W. C. Henke, Mr. Otis Hardin and Miss Ruby Wright and Ione Shearin and escort, from the accounting department.

TRAIN MASTER'S OFFICE AMORY, MISS.

VIOLET GOLDSMITH, Reporter

We are all glad to see Conductor H. C. Allsup on his run again after quite a serious illness of several weeks.

J. L. Lantrip, switchman in Amory yard, had an accident trying to avoid two cars cornering, and is in the hospital at St. Louis now and doing nicely, and we hope will soon be back on his job.

Mrs. C. W. Kerr, wife of storekeeper, has gone to Oklahoma City for several weeks to visit her parents.

We offer our sympathy to Mrs. E. E.

May, wife of conductor, in the loss of her father, February 16th.

Mr. S. T. Meek, operator-cashier, Aliceville, is off account Mrs. Meeks in hospital, Memphis, for an operation. We hope Mrs. Meeks gets along nicely.

Operators J. E. Price and W. E. Price of Nettleton, Miss., are visiting their brother, Arthur Price, in El Paso, Texas.

Dispatcher D. C. Patrick and Brake-man F. A. Walden are going to try their luck at farming, in their spare time, having planted sweet potatoes on a small tract at the edge of Amory.

Miss Pattie Hansell, first trick operator, Tupelo, is back at work after visiting in Chicago and Pensacola, Fla.

SUPERINTENDENT'S OFFICE MEMPHIS, TENN.

BERTHA HARRIS, Reporter

The Frisco Employees' Club held a protest meeting against unfair competition of trucks and busses at Glenview Community House February 9th. There were about 500 present at this meeting, talks were made by W. L. Huggins, Jr. and others, which were enjoyed by all. A boxing bout put on by Clint Anderock, son of C. J. Anderock, clerk in trainmaster's office, and Hugh Jamison, and a dancing review by members of Louise Mivalez School of Dancing, Memphis, were features of the evening and very enjoyable. A resolution, protesting the unfair competition, was adopted and is being presented to National and State legislators in the State of Tennessee.

Account reduction of force, we have lost several members of our force, Miss Idalea Chum going to Pensacola, Mart J. O'Donnell to Yale yard and Miss Billye Bennett to extra board.

W. B. Dallas, formerly a member of our office force, just out of hospital, where he underwent an operation, was a visitor in our office.

John Evans, B&B clerk, was among the lucky ones winning a blanket at the Shrine Pow-Wow, given for charity on February 10th.

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OFFICE OF TERMINAL ACCOUNTANT BIRMINGHAM, ALA.

G. T. DUNLAP, Reporter

J. P. Briggs, when displaced at Sa-pulpa, bumped on assistant bill and voucher desk here and reported January 26, 1931. Mr. Briggs was displaced by J. O. Hardin from Memphis on February 16, 1931, and returned to his home in Ft. Scott, Kans., as with his seniority, he did not have a bump coming.

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like this—



can't
discourage
the pumice-
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J. B. Henson, when displaced, had to go to the extra board.

Henlen Roberts, when displaced at Ft. Scott, Kan., bumped on stenographer-clerk's desk here, displacing Louise Weidman, and reported February 2, 1931.

Louise Weidman exercised her seniority and bumped on similar work at Chaffee, Mo., and reported there February 10, 1931.

R. W. James was in Springfield, Mo., on business during the later part of January.

G. T. Dunlap and wife announce the arrival of a young son on February 2nd. Mrs. Dunlap and the baby are doing nicely. The baby was named George Thomas III.

JONESBORO TICKET OFFICE JONESBORO, ARK.

W. A. SANDERS, Reporter

J. J. Harrington, switchman, Jones-

boro yard, is laying off account sickness.

J. B. McCaskill, brakeman, trains 246-247, has reported for work after being off two months suffering with tonsillitis.

Jim Blalock, yard clerk, has bumped in at Amory, Miss., after being cut off at Jonesboro, account reduction of force.

C. H. (Bow Weivel) Howell, extra clerk, is now working at Marked Tree.

Ray Milliman, hostler, bumped on BSW run out of Jonesboro, account J. W. Coleman, fireman, bumping him.

F. E. Clugy, lineman, bumped Line-man Meade at Memphis recently, account reduction in the telegraph department.

J. R. Holland, general agent, Blytheville, Ark., paid this office several business visits lately.

Joe Wellon, yard clerk, reported that his oldest boy, who has been dangerously sick, is now improved and well on the road to recovery.

Geo. Scholl, extra telegrapher, has bumped Clyde Rogers, extra telegraph-

er, off second trick, Jonesboro. Scholl has been working at Yale until recently.

J. H. Spears, agent from Bay, has bumped W. L. Moffitt, agent at Nettleton, and is now installed regular. Moffitt bumped at Clarkdale.

Clyde Rogers, extra telegrapher, has been working third at Willow Springs the first few days of February.

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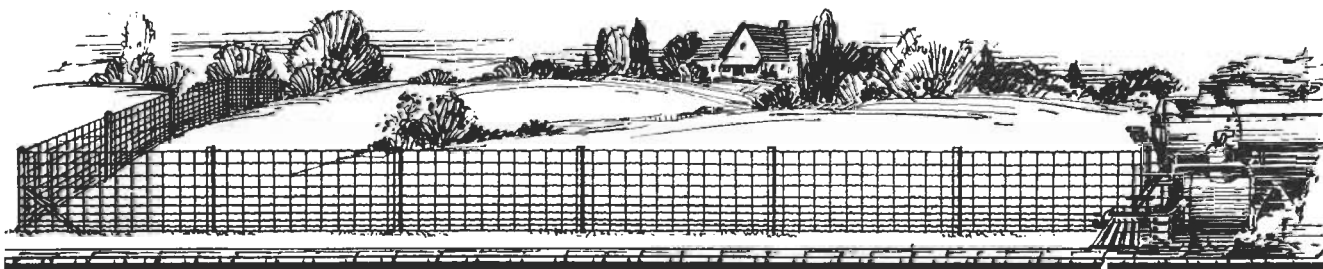
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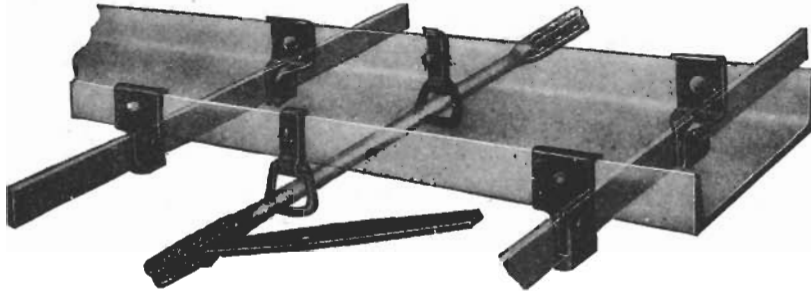
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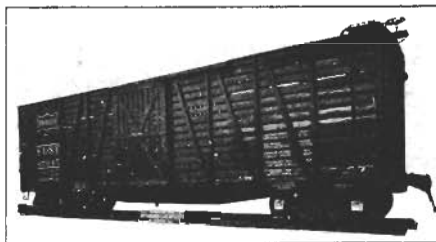
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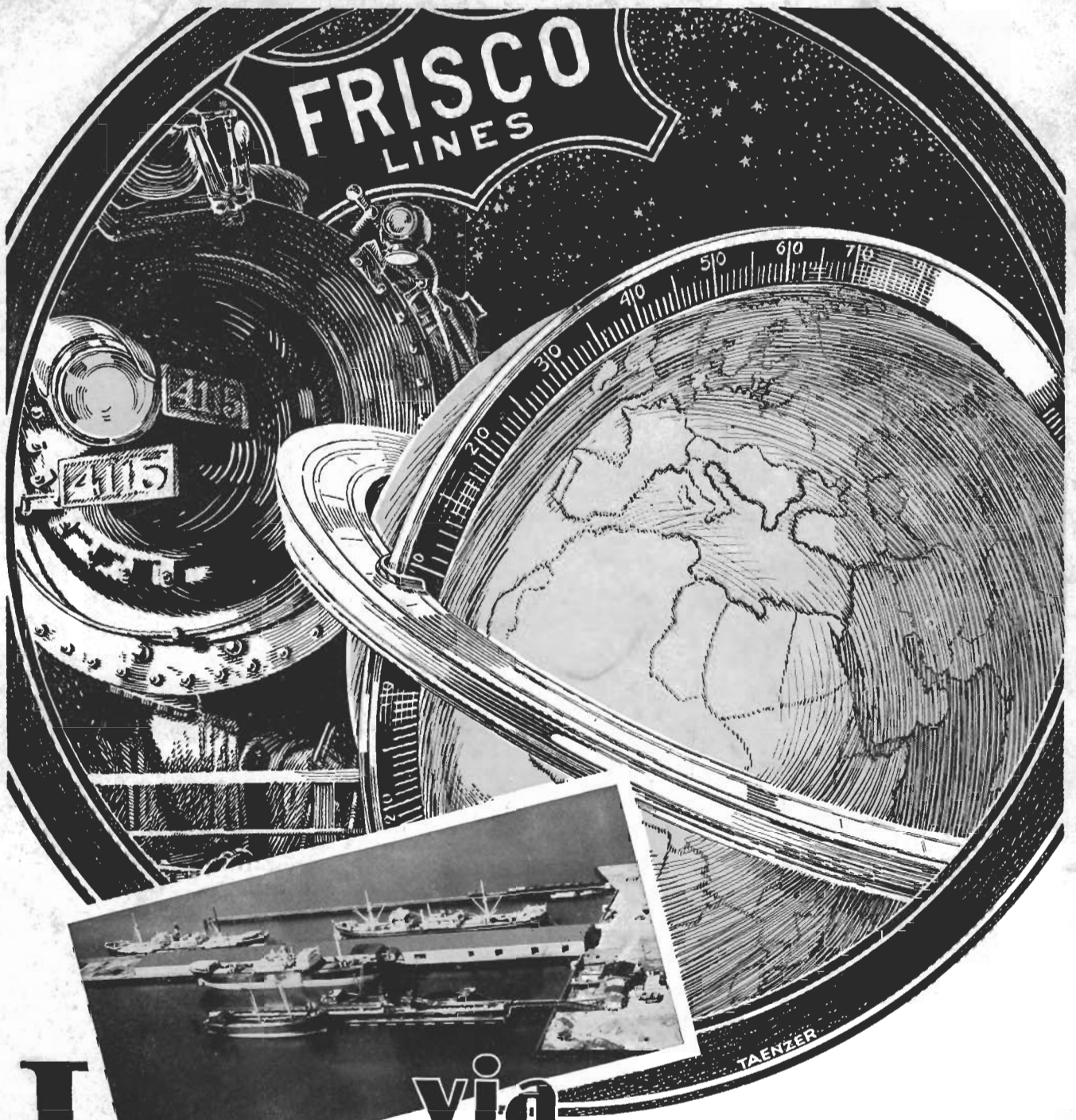
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