

THE FRISCO EMPLOYEES' MAGAZINE

SEPTEMBER, 1931

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33 STORIES

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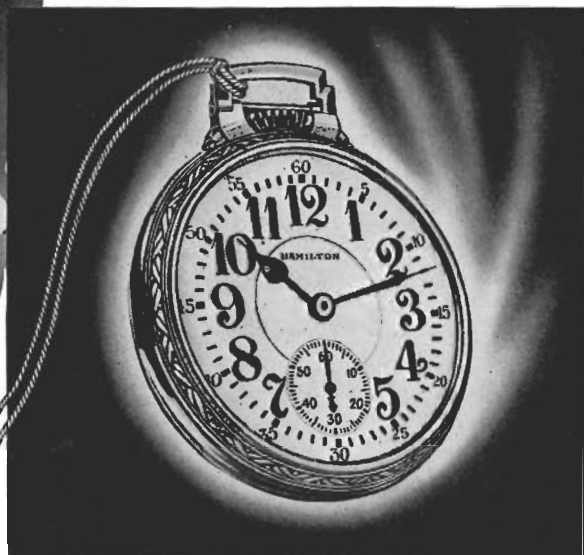
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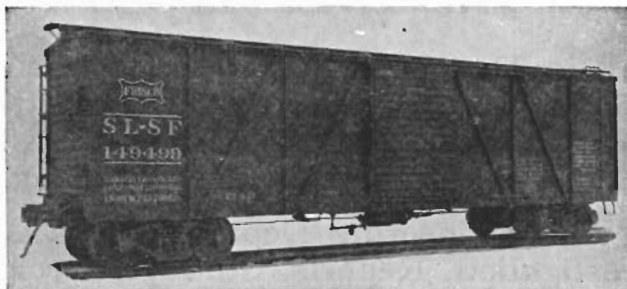
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THE FRISCO EMPLOYEES' MAGAZINE

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Vol. VIII

SEPTEMBER, 1931

No. 12

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THE FRISCO EMPLOYEES' MAGAZINE

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

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

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

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The **KELLOGG GROUP**

HOMELY BIDDY GIVES OZARK ROMANCE

*Wise were some of the men of old
With seeming lack of intent, they
Started and finished plans untold
To such as would say, "Nay".*

AND wise were the men of the Frisco, too, in promoting horticulture, dairying and poultry growing in the Southwest Empire. As an adventurous experiment it was looked upon with dismay and misgiving when its agents sallied forth at first to preach a newer and better agriculture. The results of its farsighted policy are a signal tribute to the Frisco's experiment. Any compilation of carloadings or shipping figures proves beyond the peradventure of a doubt the Frisco System hauls primary agricultural tonnage far beyond the total credited to any other road with equal area and similar conditions.

But figures alone are not sufficient, for they show none of the romance that has distinguished the Frisco System's co-operation with the families who now grow fruit where they used to grow nothing, who now keep cows where none were milked before, who now raise pedigreed poultry where they formerly kept barnyard chickens—but there is romance nevertheless in what has happened on the thousands of small farms in the Frisco region.

Take the hen, for instance. You may have raised chickens yourself and surely you've seen flocks everywhere on the hillside farms of the Ozark country. They don't seem romantic to you, but they are just the same. Ask the men in the agricultural department of the Frisco who have been preaching better flocks these many years. Ask the business men of the small towns of the Ozarks. Ask the merchants of Springfield. Ask the Red Cross. Yes, indeed, the hen is romantic. She has even become heroic. The hen donated 75 million dollars toward drouth relief in the mid-west agricultural section of the United States.

Year before last when grain crops, through lack of moisture, failed to bring anticipated yields, countless thousands of farmers were forced to ship their lean beef cattle and hogs to market at prevailing low prices for unfattened animals. And last year again when even the pastures dried to an ashen waste, the children's milch cow in many instances was led to market. Farm children

Springfield, Mo., Forwards 1,553 Carloads Poultry Products in 1930

without milk sounded like hokum to many, but when true facts in the drouth area revealed themselves it became a pitiful chant of want and suffering. On thousands of small farms the dairy cows vanished to market or death through lack of forage. But, the hen stayed on and somehow she survived the axe and multiplied.

Corn and wheat and cotton may be Kings in their own rights in some places, but in the Ozarks the farmers worship at the Shrine of a Queen and that queen is the hen. Yes, indeed, the history of the hen of the Ozarks is full of romance. She used to roost in trees. Now, mind you, she lives in a house—a chicken house of course—but in lots of instances a better home than the farmer himself dwells in.

Wherever you go in the Frisco region people have praise for Dominicker and her cousins. And, all of her cousins' relations, too, for they make up a veritable army now of big chickens and little fowls, of white feathers and black sheen and all the shades in between. It is this army of industrious hens that gives Springfield, Mo., the distinction of being the largest primary poultry market or concentration point in the United States. It is through the generosity of the hen and the foresight of thousands of farmers in twenty counties of south Missouri that Springfield also claims the distinction of being the home of the world's largest poultry plant.

The Producers Produce Company of Springfield is by any measurement the largest institution of its kind in the whole world. This farmer-owned organization is also the largest shipper in Springfield. None of the mills, commission houses, wholesalers or manufacturers approach very close to its yearly total consignment of carloads of freight. And it values of the different cargoes were to be considered in comparing shipping records it would probably take several of the next highest to equal the grand total value of the products consigned yearly by the Producers Produce Company.

The company was incorporated several years ago for \$100,000.00. C.

E. "Chart" Lane and others then set about to sell stock in dribbles to farmers in about 20 counties of south Missouri. When they had sold stock to the amount of \$54,000.00, they were forced to abandon their campaign to begin operation of the small plant they had purchased on Main street just north of the Frisco depot in Springfield, because the volume of business they began to do at once took all of their time. They never have had time since to sell the rest of the stock. Forty-six thousand dollars of their capital stock is still unissued. In all probability they never will sell any more, since they have financial reserves now far in excess of anticipated needs. Their plant requires the use of \$186,000.00 worth of real estate, all of which is paid for, with no outstanding obligations or mortgages. The directors pay 8 per cent annually on the \$54,000.00 of capital stock issued and all of the rest of the profits made in handling millions of dollars of produce are turned back to the farmers who actually bring in the poultry and eggs. Mr. C. E. Lane is president, Mr. A. L. Farnham is general manager. Mr. Lane (all of the farmers call him "Chart") was born and reared in Barry County not far from the Frisco Railway. He, with many others who helped organize the company, has been closely identified with every phase of its development since. "Lee" Farnham, who has won an enviable reputation over the whole United States as general manager of the Producers Produce Company, is a product of Miller County. These men, with their many associates in twenty counties of Missouri, have continuously cultivated the fertile seed sown by the men of the Frisco in the decade previous to their farm organization. Working by day and working by night, they have built the world's largest poultry plant, which is not the last but which is one of the longest paragraphs in the romance of the hen.

There are many poultry plants in Springfield. Since they all follow practically the same routine in handling eggs and live poultry it will be fairly illustrative of the way poultry products are handled in the primary market to recite some of the operations observed recently in a tour of the Producers Produce Company plant.

Last year they received, sorted,

graded, packed and shipped in excess of 125 million eggs, which is nearly one egg for each and every citizen of the United States. When eggs are received at the dock (and they come in a continuous stream all day long from the remote corners of the hill country) all cases are observed casually for outside damage. After being properly entered in record books each case is wheeled into the candling rooms, where a veritable army of expert inspectors weigh, look through and feel each individual egg. There are as many grades to eggs these days as there are varieties of hens, if not more, but the inspectors know where they belong and that is where they go. Scores of girls are employed at the Producers plant to look into and decide the fate of every egg received. They each handle about 1,080 eggs per hour, day in and day out, the year around. Their pay is good, the work is pleasant and for that reason an unusually high type of young lady is always available.

A department not found in most poultry plants is operated most of the year at the farmer-owned institution, since they have volume enough to afford the expense incident to proper sanitation and inspections. It is called the egg-breaking room, but some refer to it facetiously as the "egg-smelling" room, since each girl employed must break eggs, smell of them, and then separate the "whites" from the "yolks." These liquid "whites" and "yolks" are sealed in rust-proof containers for use in high-class hotels and bakeries. Each girl will on the average break and smell 8,000 eggs per day.

No part of the poultry business has

undergone more changes in the last few years than the job of killing and packing poultry for market via the cold storage route. All fowls formerly were dry picked in the local plants. Now before any fowl is picked it is first killed by having its jugular vein severed in the throat. Immediately following that operation a sharp dagger is run beneath the left eye and into the back part of its brain. The last surgery is performed because it renders the fowl insensible to pain, which is humane. Of more importance to the girls who pick chickens is that it flexes or relaxes the muscles which hold the feathers into the skin, thus making their removal a matter of a few quick movements of dainty hands.

Boiling water is not used. Each fowl is submerged for 30 seconds in a vat of water heated to a temperature of 128 degrees. Water that is too hot blisters the skin and turns it a reddish color, which is not as appetizing as a yellow or white cast. After the birds are removed from the vat they hang on an overhead track for five minutes to drain and cool before the girls are permitted to begin the picking. An expert picker will clean about 125 fowls during the seven-hour period they work each day. The pay is rather better than girls get for clerking in small stores or waiting tables in ordinary restaurants and by virtue of that fact it is claimed there are more pretty chicken-pickers in Springfield than there

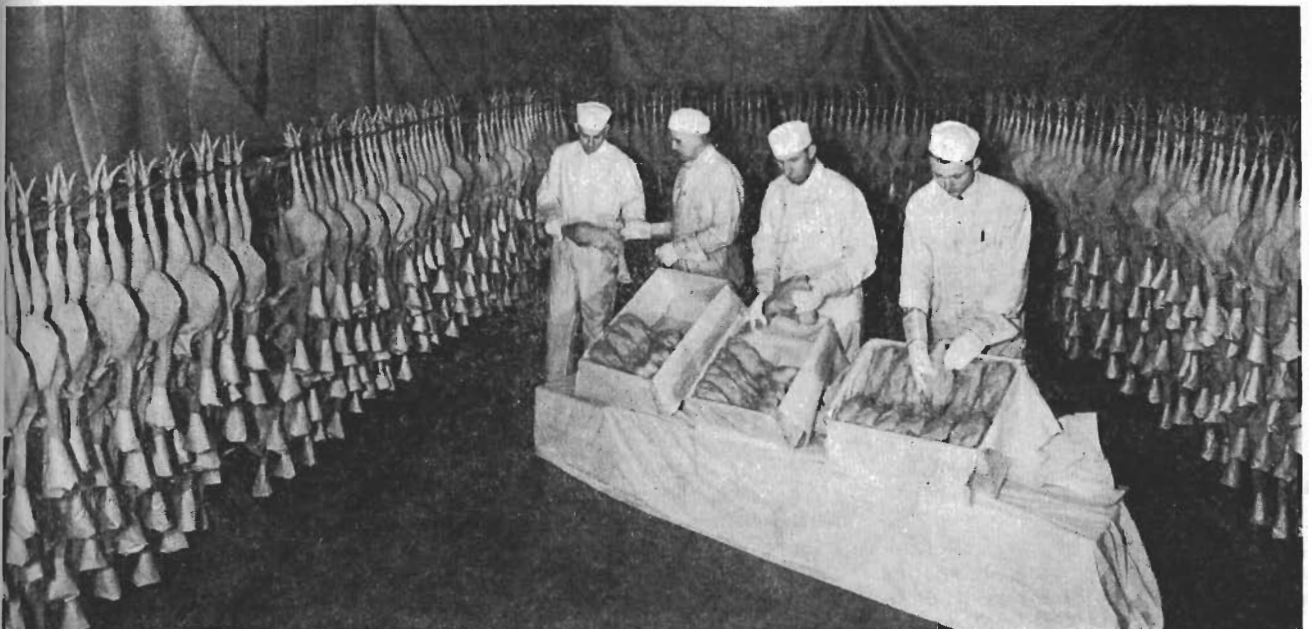
are nurses, school teachers or stenographers.

Most of the plants put all poultry received on a fattening ration for two weeks prior to killing. The Producers Company has one floor devoted exclusively to that phase of the business. They keep about 50,000 head of poultry on feed at all times.

Considerable of the poultry received at Springfield is shipped alive in comfortable poultry cars to eastern markets. A man to do the feeding and cleaning en route accompanies each car leaving the primary market. He sleeps and eats in the car and gathers all eggs, which he has the right to sell.

Figures are not available now for twenty years ago, but between 1920 and 1930 figures are available that show an increase of over one thousand carloads. The hen is a great contributor to the commerce of the United States. At the farmer-owned Producers Produce Company plant alone it took 350 employes during 1930 to handle the 1,553 carloads of poultry products received, sorted, graded, packed and shipped to markets everywhere in the United States. With the usual complement of engines, etc., that number of cars would make a train more than twelve miles long. If you'll just hearken back now to the time when you used to take your eggs to town in a market basket and then not very often, and if you'll reflect a moment on the fact that the Producers Company last year handled in excess of 125 million eggs in their one large plant at Springfield, you will agree there is plenty of romance in the daily doing of the domestic and busy hen.

Chickens ready for the final inspection and packing in the cooling room of the Producers Plant at Springfield, Mo.



A CAREER OF RING AND RAILROADS

RAILROADING? Yes, he began his eventful career at the age of 16.

Circus life? He's seen it all and calls the greatest equestrienne of the ring today by her first name, as well as all other important personages under the "big top."

The prize ring? He helped train Bob Fitzsimmons in his younger days; started Battling Nelson on his road to fame; personally knew Corbett, and Jack Dempsey is one of his best friends.

Thousands of Frisco employes will instantly know that this story is to be of "Uncle" Charley Baltzell, 66-year-old Frisco veteran, once train dispatcher, trainmaster, superintendent and now director of accident prevention at Springfield, Mo.

Since his acquaintances in both the circus and the prize ring were made following his first work with a railroad, that part of his career will necessarily be related first.

He was born in Topeka, Ill., August 24, 1865. His father was a blacksmith, and a noted heavy weight lifter. Mr. Baltzell remembers his first job at the age of nine at Mason City, Ill., where he was employed in the Ben Riner's Livery Stable, driving the traveling men of that community from one town to another. Then he next found employment in a book store run by a Mr. Onstott, who formerly worked for Abraham Lincoln. He worked as clerk nights, mornings and on Saturdays, while he attended school in the day time. The post office was located in the book store and it was his task to deliver the mail to the C. and A. train and bring the mail for the town back to the store. Sometimes he would arrive at the station early, and the staccato of the telegraph key caught his ear. Leaning against the station building he watched the telegrapher receive and send messages.

"You can learn telegraphy," the agent told him. "You're interested in it, I know." And he wrote off the alphabet on a sheet of paper. Returning to the station 24 hours later, this lad told the agent he had it down "pat", and added "Try me". The

C. H. "Uncle Charley" Baltzell Has Been Fighter, Circus Man and Rail Official

agent called for various letters and they were given perfectly. The agent suggested that after the store close this boy come to the station and practice.

When Mr. Baltzell's family heard

\$14.00 at the book store. There was an explosion at home when he announced the news, but he took the job.

Three months to a day later he came in the office one day after delivering a message and found a telegram addressed to himself. He opened it and found he had been given charge of the Mason City office at night. He ran outside, jumped on his big-wheeled bicycle and tore home. Waving his telegram at his mother, he was speechless until she had read it. The position paid \$42.50 a month. He took a bath, put on his Sunday suit, a flower in his buttonhole and took charge of the office! And no fifteen-year-old boy ever worked harder than he did to make good.

He was sent out on special jobs, sending reports to the newspapers on famous murder trials, and three years later he decided he would take a leave of absence of thirty days and visit St. Louis. While there he went to the offices of the old Iron Mountain (now the Missouri Pacific) and was offered a job at De Soto, Mo.

His career went on and on, and he climbed higher and higher until he became a chief dispatcher and then a trainmaster. He came with the Frisco, at Thayer, as chief dispatcher in 1907 and two months later was made trainmaster. Then he served as superintendent on the Ozark division, at Ft. Smith on the Central, at Sapulpa on the Southwestern and in 1926 was used in legislative work by the Frisco. He came to St. Louis as special representative of the general manager in 1928.

From 1880, when he first entered railroad work, until 1907 he took several leaves of absence from railroad work, once to serve as trainmaster for the Hagenback circus and also to engage in athletic events. It was in the first mentioned work that he became acquainted with circus folks, and if there is a circus within fifty miles of him now, he can scent the saw dust, and when he steps onto the lot, its "Hey, Jim", "Hello, Mabel!" He keeps track of his friends through the famous publication, the Bill Board. Letters telling of the success of the show on the road arrive at his



"Uncle Charley" as he is today (left) and Jack Dempsey. This picture was taken at Columbus, Miss., November 10, 1930, at a "Dempsey Day" celebration arranged by Baltzell.

of it, they warned him to stay away from the station. They said those railroad men were rough men, who "cussed", and it was no atmosphere for a boy. Mr. Onstott kept the store open until 11:00 at night so he could not go to the station. After consulting with the agent, this lad told all concerned that he had decided to give it up. The store closed next night at 9:00. He went home, through the kitchen, down the alley and to the station. For two weeks this continued, and then one day the agent offered him a job as messenger at \$10.00 a month. He was getting



Milestone Photographs in Career of "Uncle" Charley Baltzell



(Above) This photograph of Mr. C. H. Baltzell was taken in 1902, while he was employed by the Iron Mountain at Little Rock, Ark. It shows his marvelous physique to splendid advantage.

(Above) The young man in tights is Mr. Baltzell in the heyday of his career. The medals represent those won at various athletic contests, for there were few events of boxing, baseball, bicycle riding, and whatnot that he did not enter in competition.



(Below) Baltzell and Carl Morris, a fighter who was called the "White Hope" and who had ambitions to whip Jack Johnson, then World's Champion. Carl Morris ran an engine on the Frisco's Southwestern division in 1910, and the photograph was made in that year.

(Below) The man at the left, in the picture below, is "Uncle" Charley Baltzell, shaking hands with "Ruby" Bob Fitzsimmons, former World's Champion heavyweight. The picture was made in 1907 at Pine Bluff, Ark.

(Above) This is a picture of which Mr. Baltzell is extremely proud. It is a splendid likeness of both himself and "Battling" Nelson, whom Mr. Baltzell found waiting on tables at Hot Springs, Ark. "Uncle" Charley arranged for his first bout with Adam Ryan, and from that one exhibition, "Battling" Nelson went up the ladder of success until he held the Lightweight Championship for twelve years. This picture was taken when "Battling" Nelson was in his prime.



office daily, and each one receives an answer.

During the time that he was serving his apprenticeship as an "OS" operator, he took great interest in baseball and boxing. In fact, when he was breaking in on the extra heavy job at De Soto, T. W. Kennon, then superintendent of the Iron Mountain, was a great baseball fan and the day of his arrival, Mr. Baltzell went to a ball game between the office nine and the city team, and as luck would have it, he was invited to play and made a line hit, which brought in the winning run. And everybody gave this "kid" operator a helping hand until he got onto the ropes. He was too good a ball player to lose!

He remembers his first fight at Knobel, Ark., with a big lumberman, and they fought with two-ounce gloves. After the first round there was no more ringing of the gong. The next round lasted ten minutes. There were no knockouts and the result was a draw.

About 1884 Mr. Baltzell began to meet some of the famous fighters of the day. "Don't say boxers, say fighters," he said and one would not give the title of boxer to either contestant in the memorable fight on July 8, 1889, which Mr. Baltzell witnessed between Sullivan and Kilrain at Richburg, Miss., when they fought for seventy-five rounds in the blazing hot sun with bare knuckles.

"What did their hands look like?" he was asked. "Hams!" was his reply.

In 1891 he first met Jim Corbett in Kansas City. He was out with a play written for him entitled, "Gentleman Jim". Mr. Baltzell and Corbett put on a boxing exhibition in Kansas City at Chief Hale's Fire Department for the benefit of the boys on duty.

And Mr. Baltzell slid forward in his chair as he recalled the instances surrounding the time Corbett and Bob Fitzsimmons were matched for the championship of the world. The fight was to be staged at Dallas, Tex., October 30, 1895. Mr. Baltzell was with Fitzsimmons in his training camp preparing for the battle. But Governor Culberson of Texas railroaded a bill through, making it a felony to stage a prize fight in Texas. Dan Stewart, a New York sportsman, had built a huge coliseum at Dallas for the fight and the bill prohibiting the fight, ruined him financially. Negotiations were then carried on for the fight to be staged in Hot Springs, but as the two men approached the border of Arkansas, they were met by officers who all but arrested them.

Mr. Baltzell and Fitzsimmons then

traveled over the country, making one night stands and giving exhibitions of boxing.

March 17, 1897, Fitzsimmons and Corbett met for the great fight at Carson City, Nev. Fitzsimmons won in the fourteenth round with his famous left to Corbett's solar plexus. They used five ounce gloves and the purse was \$45,000 to the winner.

"Bob Fitzsimmons was a very unusual man, both mentally and physically," Mr. Baltzell said. "He was originally a blacksmith, born in Cornwall, England and at the time the two men met he weighed only 163½ pounds, while Corbett weighed 183 pounds. The first seven rounds were all in favor of Corbett. Then the fight turned in favor of Fitzsimmons. He grew stronger. He was cut to pieces by Corbett's wicked lefts, bled profusely and was frequently on the floor on his knees. Corbett tired rapidly at the beginning of the eighth round. It was a grudge fight, and a great one."

In 1903 Mr. Baltzell met "Battling" Nelson in a cafe in Hot Springs. Nelson had heard that he was arranging boxing contests and asked him if he could arrange one for him. Two weeks later Adam Ryan, lightweight boxer of Philadelphia, came to Hot Springs to take the baths and the match was held at the Capitol Theatre, Little Rock, Ark. Mr. Baltzell, at the insistence of the audience, refereed the bout, "and in all my life", he said, "I have never seen 15 rounds of fight anything like that memorable battle of 'Battling' Nelson. I called it a draw, which was a popular decision. 'Battling' Nelson amassed a quarter of a million dollars in two years of fighting after that, with something like 400 fights to his record. He was one boy who never took a step backward, and they called him the 'Human Billygoat'. He is now in his home town of Hegevisch, Ill., broken in health."

Baltzell met Dempsey in 1921 while in New York, and their mutual interest in the prize ring drew them together and made them friends from the start. He was in his training camp both before the fight with Carpentier and Tunney, and only 90 feet away from the ring in the latter fight, unofficially kept time for Jack Dempsey on the knockdown.

But let "Uncle" Charley tell in his own words the story of the seventh round: "When Tunney went down, I clicked the watch. When he got up I clicked it again and it was 14 seconds. The details of the seventh round I do not care to discuss. The whole thing was positively in-

describable. The next morning I saw Jack, none the worse for wear except a wound over his eye which he kept dabbing with the cork of a bottle of medicine. The conversation was about everything but the fight of the night before. Then he called me aside and said: "'Uncle' Charley, don't you think that count was a little bit slow last night?" I said, Jack, is that all you have to say about it, and he replied, 'It seemed to me like it was a little bit slow'. He was the gamest loser the world has ever seen in the ring, in my opinion."

Dempsey makes frequent trips with Mr. Baltzell over Frisco Lines, and calls the Frisco the friendliest road in his travels.

Possessor of an iron-clad constitution, there have been few times when "Uncle" Charley has been on the sick list, but once he went to Mayo's, where they kept him for five months. Drs. Charles and William Mayo, still claim that his operation was one of the most unusual ever performed at that institution, and more than 150 members of the medical profession were in attendance to witness it.

"Uncle" Charley had what is known as diverticulum of the oesophagus. As he describes it, "my oesophagus had a 'blowout'." A huge bag hung from the side and when I swallowed, all the food went into this bag and did not reach my stomach. What little the bag could not hold, went on down and sustained me. Five operations were performed, one each month from February, 22, 1922 to June 9, 1922. The first lasted for one hour and fifty-three minutes. I did not take ether and by means of mirrored ceilings, I watched it through. The incision was made in my neck and my head was cut one third of the way off. Dr. Charles Mayo reached in with his gloved hands and loosened the tissues which held this 'bag'. I could see the blood, but felt little pain until the local anesthetic had worn off. But I stood it, as well as the others. The doctor said the bag would hold one pint and it is now preserved in alcohol at the Mayo institute."

Perhaps it is his strict adherence to exercise which has kept him in such fine physical condition. He can referee a bout, run a foot race or swim today, and make a younger man look to his laurels.

His interest in boys has kept his mind young and he has taken any number of them on trips over Frisco Lines, conducting educational tours for boys during vacation time, to Pensacola, Fla.

LARGEST TRIPOLI PLANT AT SENECA, MO.

STORIES of many interesting and unusual industries on Frisco Lines have appeared in recent issues of *The Frisco Employee's Magazine*.

This time we write of the largest plant in the entire world producing the finished product known as Tripoli in commercially valuable quantities. This plant is located at Seneca, Mo., on Frisco Lines, and has been established since 1888.

The word Tripoli, to the average person, is a new one, but Tripoli is a substance used for polishing pastes and liquids, particularly for Duco and lacquer finish. It is also used as an auxiliary cleansing agent by laundries, because of the cleansing and brightening effects of the frictional action in the washing machines.

It is one of the Frisco's most valuable revenue plants, located on the main line, just eighty-seven miles west of Springfield, Mo. Figures tell the story of its importance. The freight revenue to Frisco Lines amounts to approximately \$100,000 a year, and products from this plant are exported to Great Britain, Germany, Japan and other foreign countries.

The Barnsdall Tripoli Company at Seneca is a subsidiary of Barnsdall Corporation, and the Tripoli itself, is an unusual physical form of silica, which, so far, has been found in commercially valuable quantities only in the immediate vicinity of Seneca, Newton County. A short history of the product is that it was discovered at Seneca in 1868; in 1871 its first commercial application was a polishing brick called "American Bath Brick" by the Monarch Tripoli Company; in 1885 the first grinding mill was built; in 1888 the American Tripoli Company was organized by T. T. Luscombe of Carthage, Mo.; in

Barnsdall Corp. Subsidiary Produces Annual Frisco Revenue of \$100,000

1892 the American Tripoli Company was incorporated; in 1919 this company was purchased by Barnsdall Corporation and in 1931 the name was changed to Barnsdall Tripoli Company.

The Seneca deposits were discovered in 1868, two years after the location of the town and two years before the arrival of the old Atlantic & Pacific Railroad. Tripoli is a soft, friable, porous, double-refracting silica of the chalcedony variety. It exhibits the characteristic silica absorption, but due to its greater surface area, this is correspondingly more active than with the denser silicas. Its absorption of iron from descending surface water causes the variations in color in the deposits, from the lightest "cream" to a dark "rose." It also absorbs manganese, but where this has occurred, it is confined to the lower part of the deposits, which may indicate the manganese was not derived from the overlaying soil.

As to its various uses, the Barnsdall Company has named each product. One, the "Once Ground" grade is used entirely as an abrasive, largely in the manufacture of "Tripoli Composition" for which it is highly esteemed, both in this country and abroad. The fact that the particles break down as pressure is applied in the polishing operation, is of considerable importance.

Barnsdall Admix is used successfully as an admixture in concrete throughout the country east of the Rockies, as it greatly increases the

density of the concrete, making it waterproof; permits the use of less water in mixing, at the same time maintaining the desired workability and flow. Its use increases the early strength appreciably, as well as the strength at all ages thus far tested.

The double ground, cream colored Tripoli is used principally in the manufacture of the water-proofed dust. A peculiarity of this water-proofed dust is that it spreads out in a thin film over the surface of water, with a film of enough resistance to permit a sharp pencil from being wet by the water. It is also used, as well as the rose, in many of the milder polishing pastes and liquids, particularly for Duco and lacquer finish in general. It is also used as an auxiliary cleansing agent by dry cleaners and laundries, because of the cleansing and brightening effect of the frictional action in the washing machines.

The finest grade, Air Float, in both cream and rose, is used exclusively in the finest polishing paste and liquid preparations.

The property at Seneca consists of some 1,200 acres and, while operations have been continued during the past forty years, there is not noticed any appreciable depleted condition, and the deposits there, not as yet touched, are large and uniform.

A trip over the ground is of interest. This product is blasted from the ground with powder. After the blast has shaken it loose from its bed the rock is hand-sorted for color and quality and loaded in steel dump cars on a narrow gauge electric line; these are hauled from the quarries to the sheds where it is to be placed for drying. This crude stone contains

(Now turn to Page 19, please)



AMERICAN TRIPOLI CO.
SENECA, MISSOURI, U. S. A.
GRINDING MILL & WAREHOUSES
MAY 2, 1930

PREPARE FOR FALL BUSINESS INCREASE

PREPARATION for an increase in business activities with the coming of fall is evidenced in the announcement on August 10 of the establishment of two new soliciting offices, the promotion of several traffic officers and the addition of personnel to its soliciting organization. The changes were announced by S. S. Butler, general traffic manager.

The two new outside agencies were established August 15 at Winston Salem, N. C., and Milwaukee, Wis. E. K. Yaeger, formerly the Frisco's traveling freight and passenger agent at Chicago, will be general agent at Milwaukee, and F. C. Ragsdale who held a similar position with the Frisco at Atlanta, Ga., will become general agent at Winston Salem.

Other promotions and changes include the appointment of W. L. Huggins, Jr., of St. Louis, to the position of assistant traffic manager for the system, in addition to his duties as director of publicity and editor of the *The Frisco Employes' Magazine*; J. G. Weaver, formerly division freight agent at Ft. Smith, promoted to the position of traffic manager at Oklahoma City for that district; C. O. McCain, formerly general agent at Springfield, Mo., to succeed Weaver at Ft. Smith as division freight and passenger agent; H. G. Snyder, former traffic manager at Oklahoma City to succeed McCain as general agent at Springfield; E. D. Chaudet of the Springfield soliciting force to become soliciting freight and passenger agent at Springfield; Wayne Young, traffic department clerk at Kansas City, to become soliciting freight and passenger agent at Kansas City; L. C. Hofman, soliciting freight and passenger agent at St. Louis, to become general agent at St. Louis; Joe Lyons, former chief clerk to general freight and passenger agent, to become soliciting freight agent at St. Louis; Frank P. Farrell, commercial agent at East St. Louis, Ill., to become general agent at that

Traffic Dept. Strengthens Organization—Promotions Announced

point, and Clifford S. Underwood, traveling freight and passenger agent with Wichita, Kans., to become general agent at Wichita.

E. H. Wehking, a new man with Frisco Lines was also appointed soliciting freight and passenger agent out of St. Louis, and Chas. Walpole, soliciting freight and passenger agent was transferred from Detroit to Chi-

ago in the same capacity, with Frank Brown, a new man on Frisco Lines, appointed in the same capacity to the New York office.

Mr. Yeager entered the service of Frisco Lines on July 12, 1921, as soliciting freight agent at Chicago. He also served as commercial agent, traveling freight agent, and traveling freight and passenger agent. His appointment as general agent of the Milwaukee agency was effective August 1. The Frisco's new offices will be located at 701 Warner building.

Mr. Ragsdale, who will serve as the general agent at Winston Salem began his service on July 15, 1929, as traveling freight and passenger agent out of the Atlanta, Ga., office. He has served in that capacity until his appointment quoted above, which was effective August 1.

C. O. McCain, former general agent at Springfield, began his service with Frisco Lines as a station helper in 1901. He was made night operator at St. Louis on April 12, 1902, and worked at various stations on the Eastern division until the latter part of 1902 when he took the agency at Sullivan, Mo. He was transferred to Newburg in 1905, then to Marshfield where he remained for three years. He was stationed at Lebanon for thirteen years and in 1923 was transferred to Paris, Texas, as joint agent for the Frisco and Santa Fe. On December



J. G. WEAVER



C. O. MCCAIN

1, 1925, he was transferred to Fort Scott, Kans., as general agent and in that capacity to the Springfield office on January 1, 1929. His new appointment was effective August 1.

L. C. Hofman, newly appointed general agent at St. Louis, has been with Frisco Lines since January, 1911. On November 1, 1913, he came to the freight traffic department as bookkeeper. He also served as distribution clerk, but resigned on August 15, 1918, to become associated with the U. S. Shipping Board at Cincinnati, Ohio. He returned in February, 1919, as quotation clerk and was later assigned to the positions of clerk, tariff compiling clerk, law clerk and on July 16, 1920, took a position on the General Increase Labor Decision Board. He also served as assistant head clerk from May 1, 1921, to July

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Ill Health Forces Retirement of H. W. Hudgen

HARRY W. HUDGEN, general claim agent and director of accident prevention for Frisco Lines, resigned from service August 1, on advice of physicians. Mr. Hudgen has been in failing health for several months, and his resignation was accepted by the company when physicians ordered him to take a complete rest. He is afflicted with heart trouble.



E. M. Carr, assistant general claim agent, succeeded Mr. Hudgen to the position of general claim agent, and C. H. Baltzell, special representative of the general manager, took over the duties of director of accident prevention.

Widely known to railroad men in the southwest (he lacked slightly more than a year of being eligible for pension under the twenty years' service rule), Mr. Hudgen made an enviable record in his accident prevention work.

The present accident prevention department was established under his supervision in 1926 and the record, which has been made, shows an enormous decline in both fatalities and injuries to Frisco workers.

The department did not publish a separate set of safety rules. From an accident prevention standpoint every rule in the standard book of the transportation and maintenance of way departments were safety rules. The basis on which Mr. Hudgen worked was that no further rules were needed, but a better enforcement of those already in force.

It was formerly the practice to organize safety committees among the rank and file of employes, but two years ago this method was discontinued and accident prevention meetings on each division and terminal, and in each principal shop have been held once every thirty days, with the supervisors only. To date the general meetings have far surpassed the work of the safety committees, and the results obtained led Mr. Hudgen to believe that the change was for the best.

Some of the reasons which led to this course of action were that the department had arrived at a point where 95 per cent of personal injuries to employes were from unsafe practices and 5 per cent due to unsafe physical conditions. Almost all of the reports turned in by safety

committees were about unsafe physical conditions which might produce a personal injury, but as a matter of fact, and according to the department's own statistics, did not produce a personal injury and very seldom would a safety committee report an unsafe practice.

It appeared therefore that the department was spending one hundred per cent of the time of its men in trying to correct that which was causing only 5 per cent of the trouble. It was impossible to exercise discipline and corrective measures as long as the rank and file of employes were used as safety committees. And since the safety work is handled by supervisors only, the department, through these supervisors, was able to use discipline where it was necessary.

Pride in reducing the number of injuries and fatalities from all causes has been pronounced. In 1927 President J. M. Kurn placed two cups in competition between the divisional transportation and mechanical departments. These huge silver loving cups have been awarded quarterly since, to the department having the least number of accidents per 1,000 man hours worked. It is a matter of grave concern to the employes of a division, when, through some slight accident they must necessarily forfeit the cup to another division. The cups have been in circulation, going to the department making the best record since 1927, four times a year.

Mr. Hudgen's previous service, before becoming the head of this department, fitted him well for such work. He began his railroad service as a fireman in 1903 out of Ft. Scott, Kans. In 1905 he took a position in the claim department at Monett, under Geo. Edgar, district claim agent. He worked on various parts of the system until 1909, when he accepted the position of general claim agent for the Oklahoma City Street Railway Company, where he remained until 1913. He re-entered Frisco service as a claim agent at Ft. Worth in 1913 and remained in that position until he was transferred in 1918 to St. Louis as claim agent, under claims attorney W. B. Spaulding. On February 1, 1920, he succeeded Mr. Spaulding with the title of general claim agent.

The safety work was formerly han-

McWILLIAMS WINS DEBATE

B. R. McWilliams, operator-clerk in the office of the traffic manager, Memphis, attained considerable distinction recently in the annual debate between the first and second year classes of the Memphis University Law School, held June 19 at the Goodwyn Institute, preceding graduation exercises there. With two other members of the first year class, he supported the negative side of the subject, "Resolved, That Capital Punishment Should Be Abolished," and won.

He first entered Law School in Memphis in September, 1929; however, changes of position and other interruptions of attendance leave him with two more years before graduation there. He has been with Frisco Lines continuously since 1914, except for twenty-two months spent in France with Col. F. G. Jonah and the Twelfth Engineers. Mr. McWilliams is an ardent booster of Frisco Lines and is taking the course in law with a view of fitting himself to serve the company more efficiently.

He is a member of the Presbyterian Church, civic organizations, a national legal fraternity, Delta Theta Phi, and is a Shriner.

dled by G. L. Ball, now superintendent of insurance for Frisco Lines, and in 1926 the safety work was turned over to Mr. Hudgen, and he was given the additional title of director of accident prevention.

Upon Mr. Hudgen's retirement, C. H. Baltzell, formerly special representative of the general manager was appointed to Mr. Hudgen's place. During Mr. Baltzell's long service with the Frisco, he has been actively identified with this department's work. He was present at the first general safety meeting ever held in the United States, at the old Opera House at Mountain Grove, Mo., under the direction of W. B. Spaulding. Two years later another general safety meeting was held at the convention hall at Kansas City, where more than 10,000 people attended, and the Frisco was prominently identified with the gathering. Mr. Baltzell was a delegate from the Frisco Railroad to the National Safety Council's meetings for five years.

Passing into such capable hands, it is felt that the splendid record of this department will continue, the interest of the employes in the work of preventing accidents will grow more intense, and each future year's record will be an improvement over the last.

NEWS of the FRISCO CLUBS

St. Louis, Mo.

The Frisco Men and Girls' Clubs of the St. Louis general offices combined August 9 and journeyed to Pevely Dairy Farm, near St. Louis, for one of the most all-around successful picnics of the summer. About seven hundred attended.

Eleven o'clock found most of the crowd assembled at the scene of the outing, a large number having gone out on trains 65 and 3 and others having driven out. The greater part of the morning was spent in visiting and making use of various recreational facilities. Playground equipment was provided for the children and a genial refreshment committee, comprised of Arthur Stoehr, Paul Buesse, John Culver and Harry Wigge, served generous portions of ice cream, butter and sweet milk, sandwiches, etc. In addition to this were three 50-gallon coolers, one filled with ice water, and the children shouted their delight upon turning the faucets of the other two and finding them filled with ice cold orangeade.

Shortly before noon a baseball game between married and single men got under way. The married men's team led in the early innings but the single men's team took a spurt toward the close of the contest and won by a score of 22 to 16. Following the game, the family groups repaired to long tables under shade trees to open baskets of picnic delicacies.

In the afternoon a series of athletic contests opened with a race for girls under six. Jane Comfort, Joan Stites, Patsy Manion and Virginia Doerr took first, second, third and fourth places, respectively, and each was given a large doll. A race for girls, seven and eight years of age, followed. Katherine Brogan was first in that event; Betty Kenny was second and Celeste Walsh third. A dash for girls nine and ten years old was won by Bernice Wigge. LaVerne Neidringhaus was second and Loretta Artmann was third. Mary Jane Fernandt was first in the running event for girls eleven and twelve, and Ruth Stoecker was second. The race for girls, twelve to fourteen, was won by Bobby O'Brien with Lyla Gaab taking second place. All were given worthwhile prizes.

In a dash for boys under six, Leroy Strauss took first and Jean Hauck

second. Third place went to Billy Horsford. Sidewalk scooters were given to those taking the first two places and a pen and pencil set for third place. Because of the large number of entries, it was necessary to run two races for boys seven and eight. In the first Ralph Hart won and Vincent Brogan was second. Norman Strauss was first in the second section of the event and Orville Hagan took second. The dash for boys eight to ten was won by Robert Motzel. Willard Gray and Robert Brown took second and third places, respectively. Harvey Kendrick took first in the race for boys, twelve to fourteen, and Hugh Finnerty was second. Tom Bedford was third. John Burns won the men's race and Elmer Lollinger was second.

A spoon and egg race for single women and a clothes pin race for married women attracted a great deal of attention. Miss Helen Knight took first in the spoon and egg event and Miss Eleanor Brogan was second. The clothes pin race was won by Mrs. K. Quinn. Mrs. Lois Menner was second.

A great many tried their skill at guessing the number of beans in a jar. First prize in that event went to Miss A. Spencer and second to Mrs. Adele Heilman of the treasurer's department. Walter Rodenroth, son of W. G. Rodenroth of the passenger traffic department, had high score in pinochle and Harry Maenner was second. Hank Laux was third. The winning team in the horseshoe tournament was comprised of J. Seidel and George Lesyna. Exceptionally valuable prizes were given in all contests.

Throughout the afternoon a Narco game, conducted by Mrs. Heilman, Miss Ella Ecklekamp of the treasurer's department, and Mrs. Louise Gibson, president of the Frisco Girls' Club, drew a large crowd. The game was featured by a large number of excellent prizes — blankets, bedspreads, reading lamps, mirrors, etc.

Late in the afternoon a large portion of those in attendance assembled around the pavilion for the prize fox trot and prize waltz. Mr. and Mrs. Al Bluth won the fox trot prize and Mr. and Mrs. J. G. Lesyna were selected as first in the waltz. Judges for these contests were Miss Wilsie

B. Cawthon, of the correspondent's bureau; Miss Betty Basman of the machine bureau; Bill Berkley of the accounting department, and W. L. Huggins, Jr., assistant traffic manager. Bob Anslyn's Frisco orchestra furnished music for the contests as well as for dancing the greater part of the afternoon.

The last event on the program was the distribution of attendance prizes. Here again, the prizes were exceedingly worthwhile. Among the awards given were electric irons, percolators, rugs, sport equipment, toys, vases, pen and pencil sets, clothes brushes, hams and smoking sets.

A check on the supplies made by the refreshment committee at the close of the day revealed that the crowd consumed 150 gallons of ice cream, 250 gallons of orangeade, and about 160 gallons of milk.

The committee in charge of arrangements include the following: Harry Wigge, Mike Lollinger, Ralph McBride, Ed Gatzert, Bob Tchampers, Arthur Stoehr, Paul Buesse, John Culver, Joe Lyons, Mrs. Louise Gibson, Miss Ella Ecklekamp, Mrs. Adele Heilman, Marion Witte, Howard Lawson and Bill Berkley. Among the officials in attendance were W. S. Merchant, assistant general traffic manager; W. L. Huggins, Jr., assistant traffic manager, and F. J. Lawler, assistant general freight and passenger agent.

Madill, Okla.

The annual picnic of the Frisco Employees' Club of Madill, Okla., held in the city park there July 16, was marked by an exceptionally enjoyable program of speeches, readings and musical numbers. The attendance totaled approximately 500 persons and included a large number of employees and friends of Frisco Lines from other towns as well as Madill and its immediate vicinity.

Ruel W. Little, local attorney for Frisco Lines, made the opening address following several selections by Hadwin's orchestra. Mr. Little pointed out that the picnic had as its purpose to bring Frisco Lines, its employees and the public into closer relationship. John Landrum, a local insurance representative, was the second speaker. He dealt with the Frisco's support of schools with taxes and urged that the community should

give its support to a concern that contributes so large an amount toward its institutions. At the close of this talk, the orchestra played several numbers and Miss Wilma Nowlin, daughter of O. F. Nowlin, Frisco agent, gave an entertaining reading.

O. H. Reid, general agent, Tulsa, Okla., held the undivided attention of the gathering with a talk in which he related in an absorbing manner the encroachment of unregulated competition upon the field of rail carriers. George L. Sneed, county judge, was the next speaker. He told of the service the railroads had given as pioneers and urged the public to give them their patronage. Following Judge Sneed, O. E. Shaw, newly elected superintendent of schools at Madill, made a particularly impressive talk in which he brought out the importance of Frisco's taxes in maintaining adequate schools in Madill. His talk was followed by a reading by Miss Lucille Smith, daughter of H. E. Smith, president of the club. The closing address was made by the Rev. Mrs. Julia Standridge, pastor of the Nazarene Church at Madill.



The photographs above were taken at the picnic of the Frisco Employees' Clubs of the St. Louis general offices, held at Pevely Dairy Farm, August 9. In the photograph at the upper left, Ed Gatzert, a participant in the ball game between married and single men, prepares to take a mighty swing at the ball. The group in the top picture, at right, are about to start in the clothes pin race for married women. Below, at left, C. G. Lamont starts a group of youngsters in a foot race. Below, at right, are the presidents of the three St. Louis clubs. Reading from left to right, they are: John Daniels of the Terminals Club; Mrs. Louise Gibson of the Girls' Club, and Joe Lyons of the Men's Club.

Girls' Club, St. Louis, Mo.

Approximately 100 members of the St. Louis Girls' Club attended the July luncheon, held July 30 at the Hotel Jefferson. Guests of the official family included, Messrs. F. H. Hamilton, S. S. Butler and B. H. Stanage.

teen per cent increase in freight rates. Mr. Stanage, with important figures at his finger tips, on losses sustained by the railroad, made a most forcible talk and clearly emphasized the need for increased earnings.

The new entertainment committee was introduced. It consists of Misses Hilda Melchoir, Genevieve Vilsick and Viola Jakie, and the old committee meeting adjourned at 2:00 o'clock.

North End Beaumont Sub

A large number of members of the Frisco Employees' Club of the North End Beaumont Sub assembled at Island Park, Winfield, Kan., with their families and friends, on July 26, for a day of picnicking and general good time. Invitations to their affair were extended to all employees' from Enid and north.

No definite program was arranged, as the purpose of the outing was to promote closer relationship among the members of this club, who reside in the various towns on the sub division; however, Mr. Gaffner, mayor of Winfield, visited the park in the afternoon and made a brief address of welcome, urging all to avail themselves of the

recreational facilities provided in the park and inviting them to hold outings there. A feature of the day was the large amount of delicious food which was served from baskets about noon. Following the meal, the crowd scattered about the park to enjoy boating, swimming, and other diversions, while the children made use of swings and other playground equipment. A great many of those in attendance expressed the view that the picnic should be made an annual affair for the club.

Bob Anslyn and his orchestra furnished popular selections during the meal, and are always a welcome addition to the luncheon programs.

Following the luncheon, Mrs. Louise Gibson, president, introduced Francis and Dan Nachtmann, sons of F. X. Nachtmann, mining engineer for Frisco Lines, who gave a piano duet. The Rolling Stones, radio entertainers, furnished a group of novelty numbers which were well received.

B. H. Stanage, traffic manager, gave the principal address, explaining the reasons for the necessity of the fif-

Music throughout the evening was furnished by the Madill High School Band, which consists of thirty pieces. A surprise entertainment feature on the program was a group of numbers by Gene Autry, Frisco telegrapher of Ravia, Okla., who is widely known for his vocal and guitar selections, which have been recorded by some of the leading phonograph companies. Besides the baskets laden with picnic delicacies, which were brought to this outing, the club served fifty pounds of fish, freshly taken from local streams.

Cape Girardeau, Mo.

The Cape Girardeau Frisco Employees' met in the passenger station, there, August 6, for the purpose of planning a banquet to be held this fall with shippers and receivers of freight. Nine members were in attendance. Completion of definite plans for the banquet was deferred until a later date, however, and the remainder of the session was given over to a general discussion of solicitation.

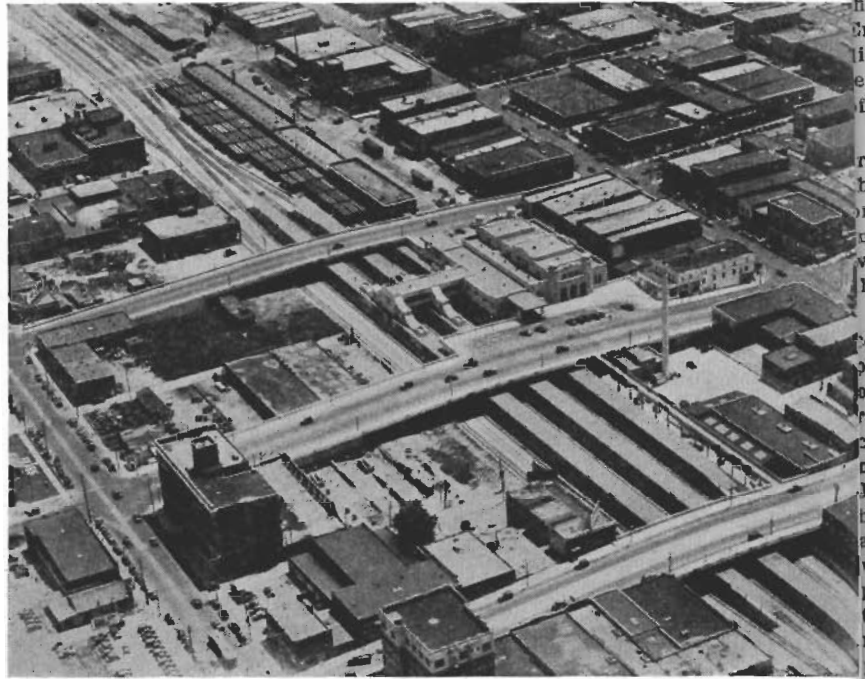
Birmingham, Ala.

The sixth annual picnic of the Birmingham Frisco Employees' Club, held at Pineview Beach, July 30, was featured by attendance of a large number of shippers and receivers of freight and their families. Guests and employees participating in this outing totaled approximately three hundred.

Athletic contests and other festivities began at 3:15 p. m., with a baseball game between a Frisco and a Louisville and Nashville team. This was a hotly contested event, which ended with the L. & N. team on the long end of a 6 to 4 score. In the tennis matches which followed, Ray Dodgen, switchman, won a ton of Howard coal, donated by Moss-McCormack Coal Company as a prize to the winner of the first set, and Bennie Smith, brother of Mrs. Launa Chew, secretary to executive general agent and traffic manager, won a ton of coal, donated by DeBardeleben Coal Corporation as an award for the winner of the second set.

The 50-yard dash for boys and girls, 6 to 12 years old, was won by Lowden Enslin, son of S. P. Enslin, switchman. He received a cash prize of \$1, given by the club. The prize of \$1, also given by the club, in the dash for boys and girls, 13 to 15 years of age, was won by J. A. Enslin, also a son of S. P. Enslin. The egg race for women was one of the feature events of the afternoon and created a great deal of amusement. It was won by Mrs. Gann, wife of C. M. Gann, yard clerk. The prize was a ton of Howard coal, donated by Moss-McCormack Coal Company. The 100-yard dash for men was won by S. P. Enslin. His prize was a ton of Empire coal, donated by DeBardeleben Coal Corporation. First place in the 50-yard walking race for all women weighing 140 pounds or more, taken by Mrs. M. L. Hooks, a guest. She was awarded a ton of coal by the Brookside-Pratt Mining Company. The potato race for married men was won by R. A. Dodge, switchman. He received a ton of Galloway Carbon Hill coal, contributed by the Galloway Coal Company. Mrs. Whitten, wife of J. A.

Tulsa's Union Depot From the Air



The splendid airplane view of the new \$3,500,000 Union Depot at Tulsa, Okla., shown in the center of photograph above, is of particular interest in that it shows the location of the station with reference to the part of the city in which it is situated. The photograph was taken with the camera focused toward the Boston Avenue entrance of the depot and shows the viaduct over that street quite plainly. Boston extends to the right through Tulsa's business district and to the left to a residential section. The Tulsa Tribune building appears in the lower left corner where Boston Avenue intersects Archer Street. Main Street viaduct which parallels the similar structure on Boston Avenue is shown in the foreground. The structure crossing the tracks at the rear of the station in this picture is the Cincinnati Street viaduct upon which a main entrance of the depot also opens. The entrance there has a broad marquee and is set back into a loggia corresponding to the one which appears on the Boston Avenue side. The freight house and loading platforms appear just beyond the passenger depot.

Whitten, chief clerk to superintendent, won a 48-pound sack of Jim Dandy meal, contributed by the Western Grain Company, for the winner of the rolling pin throwing contest. C. M. Gann, yard clerk, was winner in the broad jump and received a 24-pound sack of Jim Dandy meal from the Western Grain Company. Mr. Gann also won the golf driving contest and was awarded a ton of Brilliant Black Creek coal, donated by the Brilliant Coal Company.

The judges met great difficulty in selecting the winner from ten beauties entered in the bathing beauty contest; however, after a number of votes, Mrs. Mildred Williams Hinson was chosen. She was awarded a Bradley swimming suit, donated by Long - Lewis Hardware Company. Judges in this event were S. L. Yerkes, chairman; D. F. McDonough, C. T. Mayfield, J. N. Cornatzar and R. A. McCaffrey.

At 6:30 p. m. a barbecue dinner was served to the crowd of picnickers and following the meal, all gathered on the dance floor, where a drawing for attendance prizes took place. A necklace of pearls and crystals, given by the Dilworth Jewelry Company of Jasper, Ala., was won by Mrs. Launa M. Chew, and a ton of Empire coal, donated by DeBardeleben Coal Corporation, was won by L. W. Westerhouse, general foreman. Miss May Dudley, timekeeper, won a ton of coal, contributed by Brookside-Pratt Mining Company. In a prize waltz contest, a large basket of gladiolus, given by Parker Drug Company and Flower Shoppe, was won by Mrs. T. D. Woods and a billfold, given by Farmer and Cannon Jewelry Company, was won by Mr. Woods. Mr. and Mrs. Woods were guests at the picnic. At the close of the contests, the remainder of the evening was given over to dancing.

Sherman, Texas

With thirty-eight in attendance at the meeting of the Sherman Frisco Employees' Club, held August 3, the discussion dealt with a variety of subjects in connection with advancement of the organization's activities.

In the absence of H. Reifenrath, treasurer, J. J. Bryan, chairman of the finance committee, made a report on the condition of the treasury and in a discussion which followed, all were urged to work toward placing the club on a sound financial basis.

W. V. Claybourn, secretary, read a communication from the Frisco Employees' Club of Enid regarding the banquet given there for shippers and receivers of freight June 9. A discussion followed this report, however, no definite action was taken. L. T. Jones told the meeting of the picnic held at Madill, Okla., recently, calling attention to the enthusiastic support which that club is giving the company and suggested that members of the Sherman organization attend picnics of neighboring clubs whenever possible.

W. G. Hall made a brief talk on attendance at meetings, pointing out the necessity for larger crowds. Following his talk a motion was passed changing the meeting date to the fourth Monday evening of each month, and specifying the Modern Woodmen Hall as the meeting place. This motion set the next meeting for September 26.

Ladies Auxiliary, Kansas City, Mo.

The Ladies' Auxiliary of the Frisco Employees Sunnyland Club of Kansas City met August 4 in the Women's Benefit Association Club rooms for a short business session and an afternoon of card games and bunco. Forty-four members and guests were in attendance.

The business session of the meeting was conducted by Mrs. W. B. Berry, president of the organization.

Following the transaction of club business, the afternoon was given over to bridge, pinochle and bunco. The prizes in bridge were awarded Mrs. Moor and Mrs. Anna Moore. Mrs. O'Connor and Mrs. Nachbar were awarded pinochle prizes, and in bunco Mrs. Fyffe and Mrs. Lindeman were winners. Door prizes were awarded Mrs. Nachbar, Mrs. Breedere, Mrs. Finn, Mrs. O'Connor, Mrs. Bartlett, Mrs. Melice, Mrs. Fyffe, Mrs. Gray, Mrs. Clark, Mrs. Boyd, Mrs. Esteppe and Mrs. Sleightholm. These prizes were donated by Mrs.

A TRAFFIC TIP

Ways and means of soliciting freight and passenger revenue for Frisco Lines, seem endless, and the initiative employed by some of the Frisco's employes is indeed a matter of favorable comment.

John R. Ferguson, a locomotive inspector for the Frisco at Fort Worth, had some cards printed at his own expense. On one side he placed his name and address and on the other, a brief request that his friends advise him of any prospective movements of freight and passengers.

Among those to whom Mr. Ferguson gave one of these cards was his laundryman, and from that source he received two tips in less than a week.

We may suppose that someone says to the driver, "Please deliver my laundry before such and such a date, as we are going on a trip." The driver, no doubt, could reply, "Where are you going?" Upon receiving the answer, he is in a position to phone Mr. Ferguson the details.

This was the manner in which this man probably secured the two tips.

The wide-awake president of the Ft. Worth club, Ben B. Lewis, has suggested that this same method might be used with milkmen, paper carriers, ice men and others.

They don't let an idea get by—these interested members of the various Frisco Employees' Clubs.

Tarpy, Mrs. Wells, Mrs. Clark, Mrs. Berry and Mrs. Ehni.

Hostesses for the afternoon were Mrs. Wells, Mrs. Clark and Mrs. Tarpy. Refreshments consisting of cake and iced tea were served.

Hugo, Okla.

The Hugo Frisco Employees' Club proved itself to be indeed an outstanding host on August 6, when it entertained approximately 1,500 employes and guests at Lake Roebuck.

Entertainment began at this affair about three o'clock in the afternoon with games, swimming and boating, and from then until the barbecue started, large crowds continued to arrive. The barbecue was the largest ever attempted at Hugo, according to the Hugo Daily News. A large beef was butchered and put on the pit in the morning and throughout the day Carl Krauter and J. D. Lawhorn tended its cooking. In addition to the beef, five goats were barbecued. When time for the meal arrived, it took more than two hours to serve the

long line of picnickers who lined up with plates to receive portions of meat, fish, salad, onions, pickles, buns and lemonade. Throughout the meal, the Hugo band, which is recognized as essential to successful social functions there, played selections and was at its best.

Following the meal, a program was presented on an especially built platform east of the clubhouse. S. Kelton and J. H. Davis were in charge, and the speakers were W. L. Huggins, Jr., assistant traffic manager; C. H. Baltzell, director of accident prevention; S. Kelton, president of the club; Senator Paul Stewart and Ed Ensley, traveling salesman for the Brown Shoe Company. Other numbers on the program were, songs by Miss Signa Reese, a reading by little Miss Gibson, daughter of a traveling salesman, and a tap dance by Miss Lawhorn, daughter of J. D. Lawhorn, locomotive fireman. The committee of women who arranged for the food was comprised of Mesdames Knox, Hood, Roberts, Wallace, Dick, Lawhorn, Vickery, Steirwalt, Miller and Deatherage, all wives of employes, and Miss Ardell Frazer, stenographer.

Southwestern Division Clubs

Platt National Park and Sulphur were the meeting places for the Frisco Employees' Clubs of Okmulgee, Henryetta, Sapulpa and other employes on the Southwestern division on August 2. A five-coach special train pulled into Sulphur at 10:30 a. m. carrying about 450 of the picnickers and others arrived later in the day. All employes from Sapulpa to Madill and others in easy access to Sulphur were invited to this outing, and each employes' club participating was requested to provide entertainment.

The Vendome Plunge was selected as headquarters for the day and many visitors enjoyed a swim in the Vendome, and a basket lunch in the Platt National Park just east of the Vendome. In the afternoon, a portion of those in attendance enjoyed an informal dance at the Vendome and others either swam or went through the park on a drive which had been arranged by the local Chamber of Commerce.

Among the officials in attendance were: O. H. Reed, general agent; J. E. Rogers, traveling freight agent; J. E. Payne, general passenger agent, and H. F. DeLozier, traveling freight agent, all of Tulsa. Other officials were: H. W. Hale, assistant superintendent, and A. Morgan, chief clerk to Mr. Hale, both of Sapulpa.

INCREASE IN PERISHABLES Records Show 800 More Cars in June, '31, Than Previous Year

THE movement of perishable freight loaded on Frisco Lines was particularly gratifying during June of this year, showing an increase of 786 cars over the same month of last year, according to a recent report from R. E. Bagent, assistant superintendent of refrigeration. A total of 2,935 refrigerator and ventilated box cars of perishables originated on the system during June of this year. During that month in 1930, the total was 2,149 cars. Perishable freight received from connections also increased during June, 2,678 cars being handled this year in comparison with 2,355 in June a year earlier.

The foregoing totals, however, do not include exact figures on potatoes and canned goods, as they are sometimes handled in box car equipment, and the report from Mr. Bagent includes business handled in refrigerator and ventilator box cars only. The variation caused by this is negligible except in the case of potatoes, which were handled almost exclusively in refrigerator cars this year, while last year a substantial portion of the crop moved in stock cars. Potatoes were by far the largest item in the perishable movement during June, 1,140 refrigerator cars being moved from loading points. This reflects an encouraging increase over last year, when the total movement was 683 cars including 486 refrigerator cars. The crop handled this year originated principally from the Pensacola sub division, southeastern Oklahoma, Fort Gibson and the Fort Smith, Ark., territory.

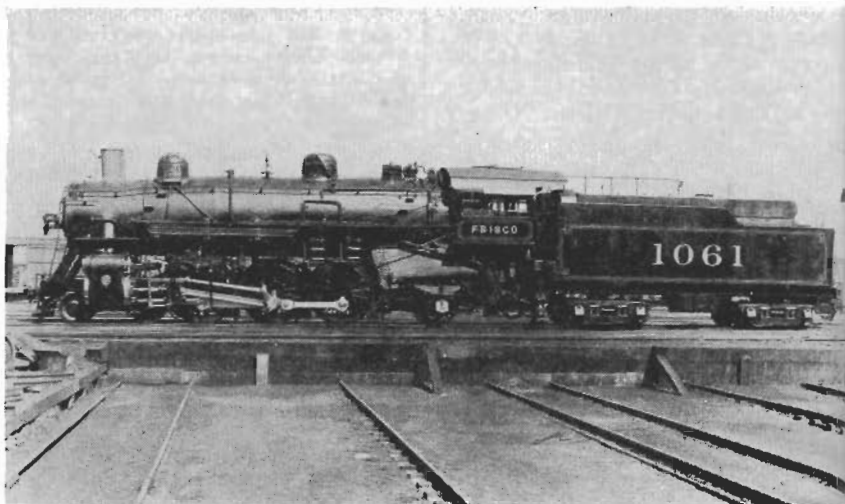
Next in quantity of the classifications of perishables shown in the report for June, was meat products, 888 cars moving; however, this represents a decrease under the same month in 1930, when 1,064 cars were handled.

The movement of schedule cars totaled 232 during June in comparison with the corresponding month of last year, when the total was 56 cars. The greater part of these cars came from Kansas City.

One hundred ninety-two cars of strawberries were reported for June, exclusive of the berries moving by express. Two hundred forty-nine cars were moved by express this June in comparison with 193 in June, 1930. The bulk of this crop originates in southwest Missouri and northwest Arkansas.

The movement of butter totaled 144 cars during June, compared with 138

Engine 1061 Rebuilt at Kansas City Shops



By W. A. BULLARD

IT WAS pronounced a perfect job—the rebuilding of engine 1061 by the Kansas City shop forces. So thorough had the job been done that when the engine was given a thorough breaking-in, there were no adjustments of any kind to make. After the engine was painted and all parts polished, the men all turned out with clean overalls on, as they felt so proud of their work they did not want to get the engine dirty.

This is one of the Frisco's 4-6-2 Pacific type engines, having formerly been assigned to trains 103-104, but since the consolidation of trains 117-118, 107-108, between Ft. Scott and Kansas City, it is necessary to have a larger class engine to handle this train which consists of some 11 to 15 cars.

Engine 1061 was placed in Kansas City back shop on June 9th and completely rebuilt. New style stirrup spring rigging was applied, new brass shoes and wedges, all new crank pins, two new wheel centers, new driving tires, new engine truck wheels and trailers, engine truck and trailer completely rebuilt, new jacket on boiler and front end, all gauges and fittings from boilerhead removed and overhauled, all brass work including injectors, relief valves, globe valves

polished, cab relined, new seat boxes all rod eyes ground and rods highly polished. The engine was equipped with Baker valve gear, with $6\frac{1}{2}$ " travel. A complete set of new valve gear was made with $7\frac{1}{2}$ " travel, new piston valves complete, all new valve bushings and cylinders rebored. Steam ports were increased from $1\frac{1}{2}$ " to $2\frac{1}{8}$ ". All cylinder and valve heads were chromium plated. One of the latest type Hancock steam whistles was applied and Volatone horns removed from the top of cab and applied to smoke arch near front end. All valve motion parts were highly polished, new plates applied, guides ground, tank truck completely rebuilt and new brick lining applied to fire box.

The engine went into service on trains 107-108 Sunnyland, between Kansas City and Ft. Scott, July 8th, after only making 200 mile break in trip with all parts running one hundred per cent. The steam pressure was increased from 200 to 212 pounds and the engine is making a fuel record of .87 gallon per car mile. General Road Foreman of Equipment D. L. Forsythe, riding the engine, advising that this engine is almost equal to the 1500 class engines in the number of cars it can handle, and considers it one of the nicest engines of this class that was ever turned out of the shop.

cars in the corresponding month of last year.

Other perishable commodities showing an increase this June over June of last year are: canned goods, 29 cars against 24 cars last year; cheese, 19 cars against 16 last year; sweet potatoes, 1 car, none recorded for last year; and fruits other than apples,

grapes, strawberries and melons, 20 cars for June, 1931, against 9 in June, 1930.

As they sat alone in the moonlight,
She said, while she smoothed his
brow:
"Dearest, I know my life's been fast,
But I'm on my last lap now."

AN OKLAHOMA COLONEL

John Echols Appointed to Gov. Murray's Staff

THIRTY-year-old John Echols, extra board clerk for Frisco Lines at Oklahoma City, joined the list of Oklahoma "immortals" this month, when he was appointed a Colonel on the staff of Governor William H. "Alfalfa Bill" Murray. Echols is the youngest colonel on Murray's staff, and probably the youngest



JOHN ECHOLS

colonel in the United States. He is the second Frisco employe to be so honored. Arthur Stoehr, accounting department employe in St. Louis, is a Colonel on the staff of Governor Henry S. Caulfield.

Echols has maintained an active association with various World War veterans organizations since his return from service during the war. He has been American Legion post commander, post adjutant, vice-commander and district vice-president, and has served the Legion post at Bristow, Oklahoma, as sentinel, guard and adjutant. At present he is a member of the department council of administration.

Mr. Echols came to Frisco Lines in June, 1927, as a yard clerk at Henryetta, Okla., and has held the position of clerk at various points on the Southwestern division.

Daughter (having just received a new mink coat from father): "What I don't see is how a wonderful fur can come from such a low, sneaking beast."

Father: "I don't ask for thanks, dear, but I really insist on respect."

Unusual Activities Among Employes' Clubs

IN RESPONSE to recent requests by several employes' clubs for a review of the various kinds of activities carried on by clubs at different points on the system, the examples appearing below, which have been taken from reports of club meetings in the Magazine, are given for the consideration of clubs that are not using or have not used them. Even though not adopted exactly as given here, repetition of these plans may, at least, start a line of thought that will result in improvements or may suggest some entirely new activities.

During last winter a number of the clubs have been carrying on programs designed to influence the members of legislatures in the states that comprise Frisco land, to enact fair, regulatory measures governing highway competition. Since a great deal can be done in this field, one of the legislative plans is reviewed herewith as being more or less exemplary.

The Fort Worth club conducted an extensive mail campaign to state legislators. Not only did those belonging to the club write members of the state law-making body, but the club induced employes, friends and relatives in towns for miles around to do likewise. This was supplemented by enlisting chamber of commerce support and the aid of prominent persons, both in Fort Worth and elsewhere.

As for the entertainment division of club work, Ben Lewis, president of the Fort Worth club, has under consideration a plan believed to be entirely new among employe organizations—a club miniature golf tournament.

Among the clubs which are securing business by letters to shippers, the Joplin organization may be cited. This club has had stationery printed with a Frisco emblem at the top of the page and with important facts about Frisco Lines—the local payroll, tax figures, and other information—listed along the left margin. A letter on this stationery is sent each shipper who has used Frisco Lines during the month, thanking him for his patronage. A letter is also sent to shippers who have failed to use the Frisco, asking them very tactfully why they have not given their business to Frisco Lines.

A plan that has for some time proved popular over the system, notably at

Hugo, is that of clubs conducting meetings at neighboring towns to which local business men are invited. Hugo had meetings of this kind at Soper, Valliant, Boswell, Idabel and Durant recently. These are usually combined entertainment and social sessions.

The clubs at Springfield and Wichita, in addition to participating in nearly all lines of club work, have distributed Ship-and-Travel-By-Rail stickers among merchants, to be displayed in show windows.

Several of the clubs have had members of the law department or other informed persons to address them, explaining the recently passed legislation regulating busses and trucks.

Other club movements sponsored at various points are set forth below as they have been used. Several of these, of course, as well as the foregoing, have been successfully used by clubs other than those mentioned.

The Neodesha club raised considerable money and won good will by giving a play at Neodesha and then taking it to several nearby towns.

The Thayer Club sponsored a trip to Pensacola for members and employes of neighboring towns.

The Kansas City Sunnyland Club has been giving dances with an arrangement with a local radio station to broadcast the music as a request program for the radio audience.

The Chaffee club took funds from its treasury and broadcast announcements of Frisco service regularly for some time.

Most clubs are constantly on the watch for notices of construction work and several have used their influence toward locating industries on the line.

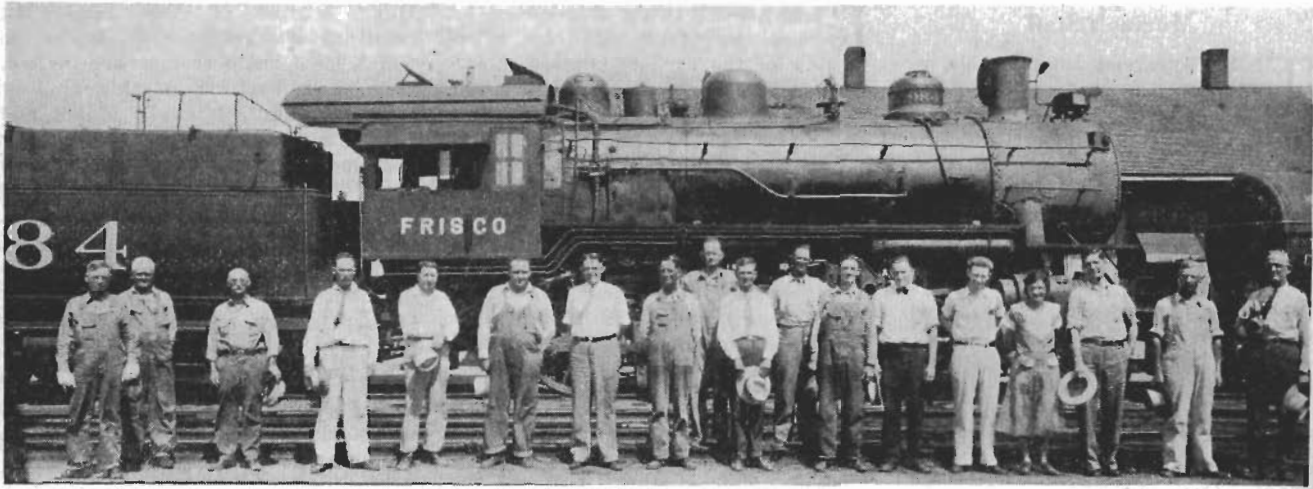
The Tulsa Ladies' Club has had a great deal of amusement and has raised considerable money by raffling mystery packages at meetings, selling chances for small amounts and requiring the winners to prepare mysterious parcels for the following session.

Neodesha club sponsored a carnival each spring for a time.

A number of clubs have been and are taking active parts with Ship-By-Rail Clubs.

Beauty and popularity contests have proved popular, as have masked balls and tacky parties.

The Tulsa Day Force Welcomes A Photographer



When the group of day employes at the Frisco's terminal at West Tulsa, who appear in the photograph above, decided to have their picture taken recently, they very effectively secured a railroad atmosphere by selecting a Frisco locomotive as a background. Appearing from left to right, they are: Joe Foster, conductor; P. J. Mulrenin, engineer; Douglas Shuer, switchman; Walter E. Eagan, general yardmaster; Fred Cole, chief caller; F. J. Green, switchman; G. G. Harrison, chief clerk to superintendent of terminals; C. E. Lee, switchman; H. O. Long, switchman; R. L. Beckwith, chief car inspector; J. M. Davis, switchman; W. W. Manning, switchman; W. C. Castle, record clerk; J. N. Paisley, stenographer; Edna A. Wooden, secretary to superintendent of terminals; W. H. Christian, yard clerk; Chris Krages, stockyard and re-ice foreman, and Oscar White, conductor.

PREPARE FOR BUSINESS

(Continued from Page 10)

1, 1921, when he was placed in the division freight office as soliciting freight agent. He was made general agent from his duties of soliciting freight and passenger agent.

Joe Lyons, who was appointed soliciting freight agent from the chief clerkship of F. J. Lawler's office, began his service with the Frisco in May, 1911. He was a reconsigning clerk at the Gratiot offices in St. Louis from May, 1911, up to May 6, 1925, and served in the division freight office as clerk from May 6, 1925, to June 1, 1927, when he was made a chief clerk. His recent appointment was effective August 1.

E. H. Wehking, who joins the St. Louis offices, came to the Frisco from the Wheeling & Lake Erie Railroad where he had a service record of six years. Chas. Walpole, formerly soliciting freight and passenger agent at Detroit, was transferred to Chicago in the same capacity. He has been with the Frisco since February 1, 1925, when he served as assistant city ticket agent at Memphis. He was in the Detroit office from October 25, 1923, until he received his assignment in Chicago. Frank Brown, appointed to the New York office as soliciting freight and passenger agent, is a new man with Frisco Lines, having come from the New York offices of Montgomery-

Ward, where he was traffic manager.

Wayne Young entered Frisco service in the operating department on October 15, 1920. He was made operator-clerk in the Kansas City offices on February 6, 1923, and served as clerk from September 16, 1929, to August 1, when he received his appointment to the soliciting forces in that city.

E. D. Chaudet, formerly city passenger and ticket agent, at Springfield, Mo., was assigned the position of soliciting freight and passenger agent out of the office of G. M. Forrester. Mr. Chaudet began his service with Frisco Lines on October 1, 1917, and has served as ticket clerk and city passenger agent. He was with the 49th Engineers abroad during the war, from March, 1918, until July 1, 1919.

TRAINS 96.5% O. T.

The 3,762 passenger trains operated on Frisco Lines during July were 96.5 per cent on time, according to a statement issued by the general manager at Springfield, Mo., August 10. This compares with the corresponding month of last year, when 4,060 trains were 96 per cent on time.

Among the divisions, Western led with 155 trains 100 per cent on time. Central division was second with 310 trains 99.4 per cent on time and River division had third highest percentage with 744 trains 98.8 per cent on time.

PRAISE FOR BERKLEY

Many employes become widely known over the system for the efficient manner in which they perform their duties, but Joe Berkley, wrecking crew foreman, has the distinction of doing his work so well that his fame has spread off-line as is evidenced in the traingram, copied below, from C. F. Krammes of the Santa Fe to the assistant superintendent at Enid, Okla.

"On July 23, we had occasion to borrow your wrecker and again on the morning of the 24th at Enid. The wrecking outfit was in charge of Mr. Joe Berkley, and want you to know that Foreman Berkley performed the best wrecking service I have ever seen and he has the most efficient outfit I have ever been around. We not only appreciate the loan of the wrecker, but also the good work done by Foreman Berkley and his crew. I had seen some of Mr. Berkley's work before we borrowed the wrecker in these cases and took occasion to tell him he not only kept up his reputation but added to it very materially."

Records on other divisions during July were: Eastern division, 558 trains, 96.1 per cent on time; Southwestern division, 558 trains, 95.9 per cent on time; Northern division, 713 trains, 91.7 per cent on time, and Southern division 724 trains, 97.5 per cent on time.

TRIPOLI PLANT AT SENECA

(Continued from Page 9)

about 30% moisture and it is placed in large, open sheds, with covering overhead, but open on all sides, where it may dry out. It is left in these sheds for from three to six months and brought in to the plant in the city, in trucks. It is then dumped directly from the trucks into the crusher which grinds it down to small pieces about two inches in diameter. It then goes to the huge dryer and from there to the hammer mill and then to the tube mill which grinds it down to powder. The powder is screened to give the desired sizing and is then sacked in burlap bags with paraffin paper liners and it is ready for shipment. Bags range in size from 100 to 200 pounds each.

The plant employs sixty people and it is the largest plant in Seneca, Mo. Its main offices are at Seneca, Mo. with a branch sales office in St. Louis.

To watch the activities at the field is of special interest. A number of teams of huge draft horses of three to a team, haul the overburden, caused by the steam shovel stripping, from the point of stripping to a point where the ground has been worked, thus filling in the huge holes made by the men in removing this product from the ground. About one ton of overburden is moved for each ton of Tripoli produced. The exposed surface of the Tripoli bed is cleaned to prevent contamination by earth or clay.

Located at various parts of the land are the drying sheds. There are thirty-seven double decked sheds, 100 x 20 feet, with a capacity of 13,000 tons (dry basis). They are conveniently located to the electric line and present an interesting spectacle as the Tripoli is sorted for drying, according to its color. In one group of sheds will be the rose variety, while nearby sheds hold the cream colored. It is estimated that 16,264 tons of this product were produced in 1929 and declined to 13,118 tons in 1930 as a result of the general decline in business.

While there are many varieties of Tripoli, resulting from differences in proosity and particle size, the Seneca deposits are the only ones in the entire United States which have attained any real economic importance. It is therefore evident that the physical structure and size of the "natural" particle, rather than the relatively slight differences in chemical analyses, are the important factors.

THE FRONT COVER

The Frisco Magazine is glad to publish on its front cover this month, a remarkable picture taken on August 10 of building construction in one of its cities in this year of the "Great Depression."

Oklahoma City shows in this picture, that gloomy days haven't stopped construction improvements in the capital of Oklahoma. A total of \$9,000,000 is represented in that picture on the front cover. The Skirvin Tower building, of course, has progressed only so far as the excavation, but when its 26 stories are completed, the cost will be upwards of \$2,500,000. The completed 33-story Ramsey Tower at the right cost the same amount; the soaring First National Building took \$3,500,000 to complete, and the 10-story Y. W. C. A. building, two blocks up the street, cost \$500,000. Quick work with your pencil will find a total of \$9,000,000, which indicates emphatically that Oklahoma City isn't in the building doldrums, no matter what may be the state of its oil fields.

The Chamber of Commerce there reminds us that this amount of construction isn't all that's going on in town, by any means.

In addition they point to the Santa Fe railway improvement program at a cost of \$5,000,000; an addition to the Federal building to cost \$1,100,000; the new Biltmore hotel at \$3,500,000; a \$300,000 underpass; a \$200,000 hospital addition and other items of moment ranging from fifty to one hundred thousand dollars.

Summed up, Oklahoma City's present building program is in excess of \$20,000,000, and shows promise of running to \$25,000,000 or better before 1931 reaches its gloomy end.

The Chamber of Commerce cautions us to mention that there is plenty of labor available locally, and that job-seekers whom this story might attract to their city will be disappointed.

And that, readers, is the only paragraph in this story that we regret to print.

—W. L. H., Jr.

A Most Worthy Question

The judge had just charged the jury, "Is there any question any juryman would like to ask before considering the evidence?"

"There's a couple of us jurymen, your honor," began one of the jurors, "who would like to know if the defendant boiled the malt one or two hours and how does he keep the yeast out?"

VISIT OZARK RESORTS

"Business Is Good," Owners Report

THE business depression, with its resultant retrenchment in vacation expenditures, may have damaged the revenues of many expensive northern resorts, but it has brought good times to resort owners and operators in the Ozarks section of Missouri and Arkansas.

Thousands of tourists are visiting the hundreds of Ozark resorts on Frisco Lines, it is reported, and if prospective business for September is realized, the year 1931 may be one long remembered by the resort owners.

Chief among the central points in the famous Ozark region are Rogers, Arkansas, and Bella Vista. All of the important resorts in the entire section may be reached within two hours by motor from either of these towns, and many of them are only a half an hour away.

The new Lane Hotel at Rogers, a \$256,000 hostelry constructed and owned by G. A. "Gus" Lane of Little Rock, is attracting hundreds of summer resorters this season. The hotel is of Moorish design and more than 100,000 tourists are expected to register in and out of its 75 rooms before the season is over. Already the Lane register shows visitors from Louisiana, Texas, Oklahoma, Kansas, Missouri and Tennessee, and hundreds of Arkansas residents have visited there over the week-ends. This hotel filled a decided need for adequate hotel facilities in that section, and has been operated profitably since it opened on June 1, 1929.

Bella Vista, Arkansas, 12 miles away by highway from Rogers, is another popular vacation spot in the Ozark territory, and several hundred guests are registered at Sunset Inn, the resort's hotel, or occupying the 800 cottages on the location. A unique attraction at Bella Vista is "The Cave", a subterranean room of large size, which has been attractively equipped with dance floor and booths. Like the Lane Hotel at Rogers, Bella Vista offers an attractive dance orchestra for dinner and supper dancing.

Direct connection with Rogers is made by Frisco passenger trains from both Kansas City and St. Louis, as well as from Fort Worth and Dallas, and other points on the line.

Frisco employes with friends contemplating Ozark vacations should talk Frisco Lines and Frisco resorts in the Ozarks.

DESCRIBE MEMPHIS BRIDGE

Copy of Memphis Commercial of May 12, 1892, Tells the Story

HISTORIANS engaged in research, usually find newspapers, contemporary with the subject about which they seek information, are an excellent source of information and a copy of the Memphis Commercial, dated May 12, 1892, contributed to the Magazine by F. H. Hamilton, vice-president, secretary and treasurer, proves quite conclusively the efficacy of historians' method of procedure. This time-yellowed paper gives a complete history of the building of the Frisco's bridge across the Mississippi at Memphis as well as considerable information about the trend of the times in that era. The paper was sent to Mr. Hamilton by S. E. Ferguson, Frisco agent at Olathe, Kans., whose father-in-law, William W. Fagan, was general superintendent of the Kansas City, Fort Scott and Memphis Railway (now included in Frisco Lines) at the time the bridge was constructed.

Of particular interest is the quaint journalistic style employed in this publication of the later nineteenth century which was regarded as a model newspaper of the south in its day. The Memphis Commercial-Appeal is its successor.

Under verbless headlines were listed the officials of the Kansas City and Memphis Railway and Bridge Company and of the Kansas City, Memphis and Birmingham, and the Kansas City, Fort Scott and Memphis Railway Companies. Following the lists were biographical sketches of several of the officers. Portraits of the following were reproduced in old-fashioned, chalkline drawings: George H. Nettleton, president of the companies mentioned above; John H. Sullivan, superintendent of the K. C., M. and B. Ry.; W. W. Fagan, superintendent K. C., F. S. and M. Ry., and George S. Morrison, chief engineer of the Kansas City and Memphis Bridge and Railway Company. Among the officials listed without portraits was Ralph Modjeski, chief inspector, son of Madame Mojeski, a famous opera prima donna of the nineties.

The subject of the bridge was dealt with from almost every conceivable angle in this edition. Besides stories about the builders, it told, among other things, about the beginning of the movement to build the structure, its size, the legal aspects of securing the land, etc., the passing of federal legislation to authorize spanning the river, and testing the completed

INDIGESTIBLES!

According to the reports of Class I railroads for the first six months of 1931 there was a decrease of 37,916,444,000 net ton miles, or 17.9 per cent under the corresponding period in 1930, and a reduction of 64,180,403,000 net ton miles, or 26.9 per cent under the same period in 1929. The total freight traffic of Class I railroads in the first six months of this year was 174,328,623,000 net ton miles.

Railroads in the Eastern District reported a decrease of 18.1 per cent in the volume of freight traffic handled in the first six months of 1931 as compared with 1930, while the Southern District reported a decrease of 18 per cent and the Western District a decrease of 17.5 per cent.

For the single month of June, 1931, there was a decrease of 6,159,528,000 net ton miles under June, 1930, or 17.9 per cent, while the decrease under June, 1929, was 12,482,113,000, or 30.6 per cent.

bridge; however, at no place did it give even the approximate date of the structure's completion or its cost, an inadvertance which would be inexcusable on a modern newspaper. The articles are accompanied by sketches of the bridge under construction.

Talk of spanning the Mississippi at Memphis began about 1851, according to one account, but at that time the idea was generally regarded as an impossibility. As one of the pioneers related it, "They (the sponsors of the bridge idea) found few supporters, however, and most people laughed at them. An editorial suggesting hell as the only accessible foundation in Arkansas is a fair sample of the ridicule that was dealt out to them in the press." As early as 1854, Memphis citizens had gone so far as to write David Maclagan, a famous London engineer, regarding a bridge and had been informed by him that the cost would probably outweigh any benefits that might be gained.

Measurement showed the bridge to be just 105 feet short of three miles in length, the low ground on the Arkansas side of the river making a long approach necessary.

The Commercial gives a detailed account of the various legal steps taken before construction could go forward, explaining the various concessions made by the city to the bridge company and relating the difficulty in securing federal permission to build there. Sometime earlier a bridge company had been formed and

E. M. CARR PROMOTED

E. M. Carr, formerly assistant general claim agent, with headquarters at Springfield, Mo., was made general claim agent, September 1, according to an announcement issued by E. T. Miller, vice-president and general solicitor.

Mr. Carr began his service with Frisco Lines in December, 1896, under R. H. Briggs, master mechanic at Memphis, Tenn. He worked one year as a locomotive fireman and one year as a brakeman. In 1904 he went into the superintendent's office at Memphis and worked every desk in that office. He went into the claim department in 1909, at Memphis, as claim agent and on September, 1917, went to Monett as district claim agent. In July, 1924, he was transferred to Memphis as district claim agent, and in January, 1928, was transferred to Springfield as assistant general claim agent, where he served until his recent appointment.

held the rights to build, but no practical progress was made by that organization, and it was necessary that the permission be abrogated before a bridge could be constructed. In 1888, however, James Phelan, congressman from the Tenth district of Tennessee, managed to get a law enacted, which repealed the earlier permission and authorized the construction of the bridge by the Kansas City and Memphis Railway and Bridge Company. The paper dealt with every aspect of the legal situation, even pointing out the law which would apply should the river change its course, leaving the bridge on land.

As to testing the strength of the structure, the paper stated: "The Memphis bridge will be subjected to the severest test necessary, that is each span will have to bear the weight of a train of the heaviest obtainable locomotives, the train being long enough to cover the entire span. Eighteen engines will be pressed into service for the purpose and the display is certain to be one of the most novel and popular features of the celebration." The locomotive of that period had a total weight, with tender, of about 167,500 pounds, as compared with our modern engines weighing 582,700 pounds.

Hero

Grandpa found out when he used the electric heating pad it interfered with the neighbor's radio, so now he's baked all over.

J. R. MCGREGOR DIES Pensioned Traffic Man Succumbs at McMinnville, Tenn.

MANY Frisco employes and officials will be grieved to learn of the death of James Richmond McGregor, pensioned division freight and passenger agent of Birmingham, who died at the home of his sister in McMinnville, Tenn., August 3. He had been in ill health since his retirement, October 31, 1929, but was



JAMES RICHMOND MCGREGOR

confined to bed only a few days before his death. His funeral was held at 2:30 p. m., August 5, and he was buried in the McGregor family lot in the Riverview Cemetery at McMinnville.

Mr. McGregor was born in McMinnville, March 28, 1863. He entered the service of Frisco Lines twenty-seven years ago as a ticket seller at Memphis and came up through the ranks to the position of division freight and passenger agent, which he held when retired because of total disability.

Prior to his Frisco service, he worked as a Western Union operator and as a railway operator for the Southern Kansas Railway at Ottawa, Oxford, Cherryvale and Winfield, Kan. Later he served as agent for the Florida Southern Railway at Punta Gorda, Fla., and as division passenger agent for the Queen and Crescent Route at Dallas and New Orleans.

Immediately following his retirement, Mr. McGregor made his home

Carriers Earn Only 2.15% in First Half Year

CLASS I railroads of the United States for the first six months of 1931 had a net railway operating income of \$238,550,140, which was at the annual rate of return of 2.15 per cent on their property investment, according to reports filed by the carriers with the Bureau of Railway Economics. In the first six months of 1930, their net railway operating income was \$377,379,211 or 3.46 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 for the first six months of 1931 is based on reports from 171 Class I railroads representing a total of 242,878 miles.

Gross Revenues Drop 18.8%

Gross operating revenues for the first six months of 1931 totaled \$2,187,437,435, compared with \$2,692,255,942 for the same period in 1930, or a decrease of 18.8 per cent. Operating expenses for the first six months of 1931 amounted to \$1,716,774,190, compared with \$2,073,948,402 for the same period one year ago or a decrease of 17.2 per cent.

Class I railroads in the first six months of 1931 paid \$164,738,625 in taxes, compared with \$180,298,591 for the same period in 1930, a decrease of 8.6 per cent. For the month of June alone, the tax bill of the Class I railroads amounted to \$27,492,263, a decrease of \$3,611,468 under June the previous year.

Forty-one Class I railroads operated at a loss in the first six months

of 1931, of which thirteen were in the Eastern, six in the Southern and twenty-two in the Western District.

June Earnings at Rate of 2.33%

Class I railroads for the month of June alone had a net railway operating income of \$50,162,553, which, for that month, was at the annual rate of return of 2.33 per cent on their property investment. In June, 1930, their net railway operating income was \$69,162,585 or 3.27 per cent.

Gross operating revenues for the month of June amounted to \$369,810,398, compared with \$444,951,454 in June, 1930, a decrease of 16.9 per cent. Operating expenses in June totaled \$280,145,367 compared with \$334,721,480 in the same month in 1930, a decrease of 16.3 per cent.

In the Western District—Class I railroads for the first six months in 1931 had a net railway operating income of \$76,680,511, which was at the annual rate of return of 1.98 per cent on their property investment. For the same six months in 1930, the railroads in that district had a net railway operating income of \$113,636,706, which was at the annual rate of return of 2.97 per cent on their property investment. Gross operating revenues of the Class I railroads in the Western District for the first six-month period this year amounted to \$802,122,144, a decrease of 18.4 per cent under the same period in 1930, while operating expenses totaled \$632,122,026, a decrease of 18.1 per cent compared with the same period in 1930.

For the month of June alone, the net railway operating income of the Class I railroads in the Western District amounted to \$20,220,952. The net railway operating income of the same roads in June, 1930, totaled \$26,022,130.

ERRORS ON DECLINE

Eighteen fewer errors were made in handling shipments on Frisco Lines during July than during June, according to a statement issued August 8 by J. L. McCormack, superintendent of freight loss and damage claims, Springfield, Mo. Errors during July totaled 229 and during June 247.

Among the stations which compete for the Group One least-error pennant, Tulsa had the best record during June, handling 20,272 shipments with six errors. The pennant was sent to Tulsa from Memphis where it had been held during July.

in McMinnville. He is survived by his sister, Miss Hattie McGregor of McMinnville. He was active in Masonic work, having the following affiliations with that order: member of Zamora Temple, A. A. O. N. M. S. and a Captain Emeritus of Zamora Temple Patrol; member of Cyrene Commandery No. 10; member of Mineral City Chapter 101, and member of King Solomon Lodge 460. Up to his death, he had received a total pension allowance of \$1,064.

Helen: "Girls, I'm a dairy maid in a candy kitchen."

Eve: "What do you do?"

Helen: "Milk chocolates."

JOHN TILLERY CARRIES ON Tubercular Frisco Employee Fighting for Sustenance in Ala.

SOME may think that there is nothing so bad as the present depression, and others that nothing is so bad as to have one's salary reduced. But without calling one who can see the light behind the dark clouds a "Pollyanna," let us take the case of John M. Tillery.

He will be better known on the Frisco's southern division, where he served as a mechanic for five years. Prior to that he had served the L. & N. and Birmingham Southern Railroads. One day, due to ill health, he made a trip to the St. Louis hospital, where Dr. R. A. Woolsey, chief surgeon, pronounced him a victim of tuberculosis and he was forced to retire from active service at the age of 28 years.

He made a brave fight during the winter of 1930, and doctors who attended him said he would not live through the winter, but he managed to exist, and is today hanging onto life by sheer force and a determination to live as long as possible.

Mr. Tillery had a wife and four children and was absolutely without means of support. In desperation he turned one day to painting tire covers for the employes of Frisco Lines on the Southern division, and in this work he has managed to eke out an existence for his family, although there are many things which would add to their comfort which they cannot have.

Through the Frisco Magazine Mr. Tillery has offered to paint tire covers with the Frisco insignia in black, red and white for the price of \$4.00, plus postage, which he will send C. O. D. He also paints scenes on canvas, which he offers for sale.

Mr. Tillery would appreciate an order from any Frisco employe who might wish one of these tire covers, or a scene along the Frisco's right of way.

He may be reached by addressing him at Altoona, Ala., Route No. 2. If tire covers are ordered, he would like to have the patron specify the size of the tire.

"If you have health," Mr. Tillery says, "it is your richest gift. There is nothing quite so depressing as to have lost that greatest gift, with a family still dependent on you for support."

Yes, there are a great many things worse than the depression and to have one's salary reduced. Weigh your health on the same scales with the depression or a cut in salary, and

PICNIC BRINGS REVENUE

The Frisco Colored Employees' Club of Birmingham deserves especial commendation on its second annual picnic which was held at Cordova, July 18, because this enthusiastic group of Frisco boosters not only staged an outing which provided genuine enjoyment for everyone who attended, but also made the occasion one of profit to Frisco Lines. The receipts from the special train operated that day totaled \$416. Six hundred one employes and guests were in attendance. A large share of credit for the success of the day goes to Steve Robinson, president of the club, and T. J. Guice, chairman of the entertainment committee, who worked tirelessly on the details of the affair.

REDUCING PER DIEM

The concerted effort that is being made over the system to reduce per diem has produced some excellent results recently, as is evident in the cases cited below.

Car ATSF 32463, loaded with flour, arrived in Menfro, Mo., the morning of July 28 in a through freight train and was placed for unloading by a local at 10:00 a. m. This car was unloaded and released at 6:00 p. m. the same day and was moved out by a through train at 8:00 p. m. A total of but ten hours had elapsed since the car had been placed.

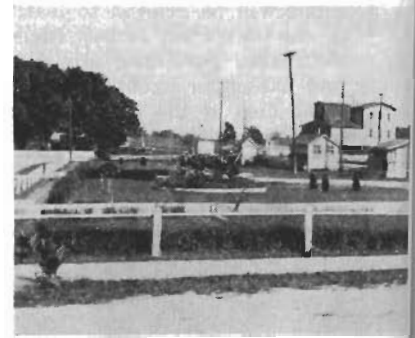
Car UTL 20525, loaded with petroleum oil, was received at Scammon, Kan., and spotted at 9:00 a. m. July 23. It was unloaded and released at 2:30 p. m. and forwarded in extra 803 at 2:45 p. m. on the same day it was received, having remained at Scammon a total of 5 hours and 45 minutes. F. M. Foltz is agent there.

Car IC 331618 was received at Poplar Bluff in train 868 at 2:30 p. m., July 16, and was spotted and unloaded by 4:00 p. m. It moved out toward the owning line the next morning in train 869, having been at Poplar Bluff only about twelve hours before it started on its home movement.

Twenty-three cars were received from the T&P at 2:45 a. m., August 13. They were moved to Immermore, Texas, loaded with cattle, then to Fort Worth and were delivered to the T&P at 5:30 p. m. on the same day without incurring per diem.

you will find that your health will enable you to regain the salary cut, and these periods of depression do not last a lifetime.

ROGERSVILLE "DRESSES UP" Community Club Landscapes Frisco Park



THREE years ago the businessmen of Rogersville, Mo., decided that the Frisco right-of-way running along the main street of the town could be improved. The Community Club, an organization of the town's merchants and citizens, set about devising ways and means of landscaping and grading that part of the Frisco's grounds lying between the two public crossings, marking the street's limits.

With the helpful co-operation of E. M. Edie, Frisco agent, and the untiring efforts of Operator W. K. James and E. H. Leming, section foreman, and his crew, what was once a quagmire during the rainy season has become a spot of beauty of which the citizens of the community and Frisco employes are justly proud.

Funds raised by the Community Club paid for a quantity of iron piping and posts to enclose the grounds and the labor was done by Foreman Lemings and his gang.

Concrete flower beds were constructed and the merchants and clerks of Main street devoted their spare time toward cutting the weeds, removing the rubbish and planting the hedges, flowers and shrubs.

The Frisco donated two cars of cinders and two cars of rock dust for grading and filling purposes, the citizens paying the cost of transportation from the cars and the section crew doing the actual grading.

Benches and lawn chairs, donated by the town and placed in the shade of the live oak trees offer an alluring invitation to the transient visitor, as well as to the townspeople and rural visitors.

The circular, graded drive approaching the depot at either side, offers easy access to those desiring to transact business with the Frisco.

The "Hobo's Club," an auxiliary of the Community Club, raised \$85.00 to pay for a caretaker.

MERITORIOUS SERVICE

CENTRAL DIVISION

July 20—W. V. Jameson, conductor; J. T. Baker, engineer; E. G. Copeland, freman, and C. L. Shipley and R. A. Williams, brakemen, the crew handling train 797, found a tree had blown down and fouled telegraph wires. They stopped the train and cleared the wire trouble. Five merits each.

June 25—Steve Jett, section foreman, Brentwood, Ark., discovered a brake beam dragging and flagged train. Five merits.

C. J. Rimer, agent a Eram, Okla., ascertained destination of carloads of hay being loaded at his station before cars started and had west bound hay loaded out first on west end of track and east bound hay loaded out first at east end of track, saving switching movements and avoiding waste of fuel. Commended.

J. P. McClure and Burl Cardwell, agents, were commended for courteous treatment given shipper while handling heavy business at Purdy.

WESTERN DIVISION

C. E. Jones, conductor, Enid, Okla., discovered a broken frog in main line track at Enid. Five merits.

Ado Linderer, B&B foreman, Enid, Okla., assisted in repairing track at Cold Springs, July 9, where engine 1617 derailed. His work with his crew saved considerable delay. Commended.

RIVER DIVISION

May 23—Ralph Burge, engineer at Chaffee, discovered several box cars on fire and hurried to roundhouse and handled engine and with assistance of yardmaster pulled other cars out of track, preventing further damage. Fifteen merits.

May 14—Guss Wietheuchter and Chas. Kizer, firemen, while dead-heading train 807, removed and loaded side rod of engine which slipped a tire at Imperial. Ten merits each.

June 18—A. W. Aubuchon, engineer, and J. L. Burnett, fireman, were commended for good fuel performance of train 838, engine 4030.

June 14—W. C. Richter, operator, Crystal City, learned that engine 1021, train 807, had slipped a tire at Imperial, and drove to Horine in automobile to deliver orders to crew of 802, saving delay to trains involved. Twenty merits.

June 24—J. F. Yount, conductor, assisted crew in rebrassing dining car No. 632, at Neelys, while dead-heading. Five merits.

July 24—T. Y. Adkins, section fore-

PLUNKETT PLUNKS ONE!

Cases frequently come to the attention of the magazine department in which an employe is instrumental in bringing about rapid handling of foreign equipment, but the instance below in which C. A. Plunkett, agent at Latour, Mo., not only obtained a car of corn under highly competitive circumstances but also saw that the car was unloaded and moved out with exceptional speed is believed to be almost without parallel.

Mr. Plunkett learned that B. D. McKay, living near Holden, Mo., was to receive a car of corn. He immediately got in touch with Mr. McKay and obtained the shipment, despite the fact another road runs through Mr. McKay's farm and his land adjoins the station of Fenwick on still another road. The corn was loaded into car CMStP&P 707620 at Kansas City, July 11, and arrived at Latour in train 59 July 13. The consignee unloaded the car and it was moved toward the owning line the same day it was received in train 58, the first train after the car was set out.

man, and A. Parker, section laborer, both of Vanduser, loaded 50 grain doors at Vanduser, destined to Campbell, in order to save delay by moving the next morning. They performed this service after completing a day's work and thereby controlled competitive business. Five merits each.

NORTHERN DIVISION

July 22—H. M. Cloud, dispatcher, W. J. Sweezy, night ticket clerk, and C. M. Steelsmith, janitor, assisted in handling passengers and mail for train 307 when it was necessary to detour that train because of a mill burning at Webb City. Commended.

July 28—J. W. Davidson, brakeman, Olathe, Kans., noticed brake beam down on tank car in train 130 as it passed his train, No. 140, at Paola. No. 130 was stopped at Hillsdale and the defect remedied because of his report. Five merits.

July 31—E. L. Monroe, conductor, and L. A. Heinrich, brakeman, both of Fort Scott, Kans., ran over an object and stopping their train found brakebeam safety carrier iron stuck in tie and lying across west rail. Commended.

July 13—J. M. Robinson, engineer, Monett, Mo., permitted fireman, who was a promoted man, to handle train from Cherryvale to Neodesha in order to save delay when coal was back out of the fireman's reach and fired the engine himself. Ten merits.

SOUTHWESTERN DIVISION

July 12—W. B. Steelman, brakeman,

CASUALTIES DOWN

Total casualties on Frisco Lines decreased 21.5 per cent during July and 26.7 per cent during the first seven months of the year, compared with the corresponding periods of last year, according to the monthly statement on the subject issued August 7 by C. H. Baltzell, director of accident prevention.

Employe casualties decreased 28.5 per cent during July and 34 per cent during the first seven months, compared with 1930, the report states further. Among the different departments maintenance of way led with a reduction of 41.8 per cent during July and 40 per cent during the first seven months. Mechanical department was second during July with a 19.6 per cent decrease and transportation department was second during the first seven months, with a reduction of 31.2 per cent. Transportation department showed a decrease of 9 per cent during July and mechanical department showed a reduction of 27.6 per cent during the first seven months.

Casualties among non-employees decreased 4.8 per cent in July and 7.6 per cent during the first seven months. Among the different classifications, licensees led with a decrease of 65.2 per cent during July and a 50 per cent decrease the first seven months. Passengers were second with a decrease of 27.7 per cent during July and 14.5 per cent during the first seven months of the year.

West Tulsa, detected a bad order switch in the Okmulgee yard and called attention to its condition. Five merits.

SOUTHERN DIVISION

A. E. Underwood, yard clerk, Pensacola, noticed flats stenciled as 43 feet long were only 41 feet 6 inches long and reported it so that substitution could be made. Five merits.

July 18—Geo. I. Jones, agent, Magnolia, while off duty, secured tools and with aid of an engine watchman repaired car which had been set out at Magnolia with broken train line. Ten merits.

KANSAS CITY TERMINAL

July 24—E. H. Adams, yard clerk, Kansas City, while checking a transfer, discovered Wabash car 75578 moving as empty when it was partly loaded with flour. Five merits.

BIRMINGHAM TERMINAL

J. B. Butner, car inspector, found a broken rail in track No. 6, East Thomas, on August 9 and reported it. Commended.

AGENCY CHANGES

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

Oliver C. Beavers, Capleville, Tenn., July 20. Emmett F. Daugherty, Crocker, Mo., July 17. Otis E. Hays, Fayette Junction, July 20. Elmer A. Harbin, Festus, Mo., July 17. Alfred H. Charleville, McBride, Mo., July 20. Elda R. Smith, Osceola, Ark., July 16. Claude E. Hall, Portia, Ark., July 16. Thomas H. Vaughn, Sullivan, Mo., July 3. James O. Smith, Arkinda, Ark., July 22. John R. Marlowe, Clayton, Okla., July 25. William McKenzie, Eddy, Okla., July 21. Edward Schlicht, Fairland, Okla., July 27. James J. Corum, Troy, Okla., July 24. James J. Morgan, Walnut Ridge, Ark., July 23. Miss Mary Frances Warthon, Bonanza, Ark., July 29. Earl J. Sutterfield, Crescent, Mo., July 29. Claude E. Hall, Grubbs, Ark., July 31. John E. Johnson, Headrick, Okla., July 31. George M. Doggett, Olustee, Okla., July 31. Cecil M. Watkins, Portia, Ark., July 31. Orville D. Hathaway, Arkinda, Ark., August 4. Reinhard Stephan, Cuba, Mo., August 9. Walter S. Johnston, Dell, Ark., August 10. Floyd K. McDaniel, Everton, Mo., August 10. James G. Brewington, Festus, Mo., August 10. John D. Foreman, Medora, Kans., August 5. William C. Richter, Menfro, Mo., August 6. Frank M. Wilhelm, Miller-ton, Okla., August 3. J. W. Summers, Pochontas, Ark., August 8. Paul A. Derington, Salt Fork, Okla., August 10. William A. Maberry, Schuller, Okla., August 5. Victor E. Hopkins, Wittenberg, Mo., August 8. Homer M. Ferguson, Everton, Mo., August 14. Earl H. McClure, Fagus, Mo., August 12. Alvin E. Trotter, Keysville, Mo., August 12. James M. Johnson, Perryville Junction, August 11. Robert E. Layman, Walnut Ridge, Ark., August 13.

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

Ira Hyatt, Grubbs, Ark., July 16. William J. Ludwig, Pochontas, Ark., July 15. Burl Cardwell, Purdy, Mo., July 13. Joseph S. Avard, Ames, Okla., July 22. George W. White, Poteau, Okla., July 27. Kelse R. Stapleton, Ames, Okla., August 11. Joseph S. Avard, Eagle City, Okla., August 12.

A change of agents was made at Jasper, Ala. William N. Lawhorn was installed temporary agent July 13.

OWNS ANCIENT VIOLIN



Mrs. G. E. Harris, wife of the Frisco's division surgeon at Hugo, Okla., is proud, indeed, of a rare old violin, said to be one of the oldest in the United States. It was made in 1517 by Gaspard Duiffo Pruggar of Italy, and only two others of similar age and by the same maker exist in the entire country. It is a splendid example of the wood carver's art in those by-gone days, and in place of the usual scroll at the end of the instrument, the maker carved a splendid head, said to be that of St. Peter. Engraved around the body of the violin is a Latin inscription which, translated, reads: "From the grandson of Gastro to his dear daughter Therese." Mrs. Harris received the violin from her paternal grandfather, Eastwood, of McMinnville, Tenn., and the instrument has been in her family for several generations. Its antiquity and beauty has attracted great attention, and the Dallas Journal recently carried a story and pictures of the instrument in its Sunday edition.

No audit of accounts was made, as they are handled by cashier.

Albert L. Causey was installed permanent ticket agent at Amagan, Ark., effective July 24. He had been acting agent since April 7. J. J. Causey, former agent, died July 14.

Chester F. Rogers was installed temporary agent at Mountain Park, Okla., effective July 23. He had been acting agent since July 15.

Effective July 23, Rush Tower, Mo., ticket only agency was closed.

Effective July 24, Simpson, Okla., Central division, Ardmore sub-division, opened as a ticket only agency. Mrs. Ura Belle Russell was installed ticket agent.

Effective July 22, a change of agents was made at Weleetka, Okla., Ernest B. Palmer taking charge as temporary agent. No audit of accounts was made, as Palmer is also cashier and will continue to handle accounts.

Robert G. West was installed permanent baggage agent at Birmingham, Ala., vice J. C. Finley, July 31.

Mrs. Irene V. Bean was installed permanent agent at Mountainburg,

DAMAGE DOWN 45%

The number of cars damaged by rough handling continues to decrease as the year progresses, according to the report issued August 7 by the car accountant at Springfield, Mo., which shows that during the first seven months of the year, the number of cars damaged from this cause decreased 45.8 per cent and the monetary amount of the damage decreased 69.8 per cent, both in comparison with the corresponding period of last year.

The per cent of increase in the number of cars handled per car damaged amounted to 55.6 per cent and the amount of damaged per car handled was reduced 64.29, compared with the first seven months of last year.

Among the divisions, Western ranked first, handling 97,641 cars without damage, and Northern division was given second place with six cars damaged in handling \$525,335. Southwestern division damaged 8 out of 495,532 cars handled and Eastern division seven out of 415,430.

Tulsa led the terminals with nine cars damaged out of 416,545 handled and St. Louis was second with 12 damaged out of 350,716 handled. Kansas City was ranked third by the report, damaging 16 out of 386,123 cars handled.

No cars were damaged out of the 69,046 handled there during this first seven months. This compares to that period of last year, when 9 cars were damaged out of 76,787 and the year before when 11 cars were damaged out of 83,772 handled.

Ark., July 30. A. D. Lasater had been acting agent since July 24.

Effective July 31, the ticket only agency at Oronogo, Mo., was closed and account, ticket stock, records transferred to R. J. Allison, freight agent at Oronogo Junction, making that station, which was formerly a freight only agency, a regular freight and ticket agency.

A change of agents was made at Jasper, Ala., C. A. Billingsly, regular agent, taking over the station August 6. No audit of accounts was made, as they are handled by cashier.

C. C. Ogle was installed temporary agent at Millerton, Okla., August 2. Transfer was made between agents to be verified later.

Andrew L. Kreamelmeyer was installed agent, St. Louis G. F. O., vice F. C. Bymaster, August 4.

Teacher (pointing to a picture of a zebra): "Here is something that comes from Africa. Can anyone tell me what it is?"

Johnny: "It looks like a horse in a bathing suit."

A PAGE OF PRAISE *from* FRISCO FRIENDS

From E. C. Hunter, vice-president of the Reynolds-Parker Company, Sherman, Tex., to C. V. Montgomery, president of the Frisco Employes' Club at Sherman.

"Our house patronizes the railways exclusively, if we have our own way, and we give orders NOT to ship any other way. When a shipment slips in by truck we simply don't like it. Personally, I think the treatment permitted the truck lines in this unfair discrimination is an outrage. I remember the railways going into the vast stretches of the great west and pioneering when buffalo, panthers, wild horses and Indians had the domain undisturbed. Our railroads were built out over the plains and mountains when there was not a load of freight for months and cattle were driven to markets. They paid for their highway, maintained it, helped to develop the country, have paid taxes and given good value for all expended in business received.

"On the other hand the road juggernaut, or better denominated, road-hog, came to usurp the highways the public has provided. They should pay well, be made in size no larger than other motor vehicles, be ever courteous, their tariffs made to conform to those of the railway lines, and operate under the same conditions. I hope you will fight for the rights of the railways and for the men who have lost their places by reason of this unjust condition. This is one of the causes that has brought about the wave of distress, for it is far-reaching and insidious, really an outrage and a monster wrong. I wish I were in a position to flood the country with literature to awaken the shippers and merchants about this monstrous innovation, in order that we might penetrate its evils which will become more hurtful in the future, if not arrested and handled properly."

From Robert G. Fry, president of the Junior Chamber of Commerce, Tulsa, Okla., to J. E. Payne, assistant general passenger agent, Tulsa.

"On behalf of the Junior Chamber of Commerce of Tulsa, Okla., I want to express to you our sincere thanks and appreciation for your untiring effort in making our trip to Des Moines, Ia., a grand success. Nowhere in our travels have we been so graciously accommodated, or have we received the personal attention that we did on

this trip. The entire Tulsa delegation, which numbered about thirty-five, wants you to know that they keenly appreciate this attention and service.

"The trip was a pleasant one from the time we pulled out of the union station at Tulsa until we arrived at the national convention in Des Moines. You and your road are to be commended for the splendid way you took care of the delegates through Tulsa and on to the convention."

From Miss Elizabeth Callaway at Cincinnati, O., to R. O. Beale, agent, Aurora, Mo.

"I certainly thank you for making our stay in St. Louis so pleasant. Your representatives were so very considerate, I can surely boost the Frisco for thoughtful and unstinted service.

"I enjoyed my trip very much and thank you again for your courtesy."

From Mr. George T. Moore, Kansas City, to J. R. Coulter, traffic manager, there.

"My recent trip to Floydada, Tex., was a most comfortable one considering my affliction. All employes with whom I came in contact were most solicitous of my comfort.

"Young Mr. Jones was on the lookout for us both going and returning, conducted us to the train and met us upon our return.

"The parlor car porter, William B. Jackson, both going and returning, gave me the very best attention, and gave it cheerfully. In fact, I found him an exceptionally good porter.

"But the surprise of the trip was at Oklahoma City where we were met by Mr. L. A. Fuller, who insisted upon taking us for a drive and showing us the city. Thus the three-hour lay-over was an enjoyable one due to its being broken by the delightful automobile ride. On our return, Mr. Fuller saw to it that we were comfortable for the return trip. For all of which I again wish to thank you for using your good offices in my behalf."

From Order of Rainbow For Girls, Service Assembly No. 9, Kansas City, Mo. (written by Miss Georgia Marie Snelling, recorder for the organization), to E. G. Baker, assistant general passenger agent, Kansas City.

"The Assembly desires to take this opportunity of thanking you for the superior service rendered and the

keen interest taken in our recent trip to Monett, Mo.

"We especially desire to thank you for the arrangements made to take care of the approximately three-hour lay-over in Springfield, Mo., enroute. All of the girls expressed their appreciation of this feature and we assure you that your efforts in our behalf are not without due reward to the pleasure which we had on this trip.

"We especially desire to commend your Mr. Wilson and trust in the future if we have the opportunity of using your lines, we may be favored by having him in charge of our party."

From Mrs. H. G. Peterson, Detroit, Mich., to Charles Walpole, Frisco Lines, General Motors Building, Detroit, Mich.

"This is to thank you for your kind efforts toward making my trip to Texas last month, the nicest one I have ever made.

"The 'Texas Special' operating over your line and the Katy is one of the finest trains in the country. Its service—dining car, Pullman, observation car and special attention all around—is well-nigh perfect. The pleasant absence of rough riding and dirt all helped to make my journey to McAllen one to be long remembered."

From Myron A. King, president of the A. J. King Realty Company, Kansas City, Mo., to E. G. Baker, assistant general freight agent, Kansas City, Mo.

"February, this year, I used Frisco Lines between Kansas City and New Orleans and return on a trip to Panama. I was very much pleased with the train, the service and the very courteous treatment by the employes of the Frisco Railroad."

From James Rae, principal of the Mason City (Iowa) High School and Junior College, to E. G. Baker, assistant general passenger agent, Kansas City, Mo.

"I have been delayed in writing you because of the rush of the work incident to closing the school year, but I do wish even now to tell you how much we enjoyed your service and attentions while on our trip to Tulsa.

"We have nothing to criticize, and only praise for all connected with this trip. I shall appreciate having you tell Mr. Glover and other representatives how much we appreciate what was done for us."

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent, St. Louis

OUR fuel performance in freight service, July this year as compared to July last year, was exactly the same, with a unit consumption of 141 pounds per 1,000 gross ton miles each period and compares to 143 pounds per 1,000 gross ton miles during the month of June, 1931.

The showing was very good, considering the heavy reduction in gross tons per train mile from 1,543 tons July last year to 1,389 tons per train this year.

Four divisions had a decrease in their performance while four had an increase, the Texas Lines having an exceptionally large decrease of 20.98 per cent, their performance for July this year 125 pounds per 1,000 gross ton miles as compared to 158 pounds per 1,000 gross ton miles July a year ago. Incidentally this division was the only one of the eight which had an increase in train haul, their gross tons per train mile being 909 this year as compared to 824 July last year.

In passenger service the performance increased from 13.9 pounds per passenger car mile July last year to 14.0 pounds per passenger car mile July this year, an increase of 72/100 of 1 per cent.

The Eastern division was the only division of the eight having a decrease, their performance being 11.6 pounds per passenger car mile July this year as compared to 13.0 July last year, a decrease of 10.77 per cent.

Switch service, while rather disappointing as a whole, with a 3.08 per cent increase, was better on some divisions and terminals. Five of the eight divisions and two of the six terminals showing a decrease.

A number of good performances are shown below.

EASTERN DIVISION

Springfield Terminal: Engineer J. THIEL, fireman R. MOTZ, switch crew O. B. SMITH, W. C. WARD and W. F. WOOD, engine 957, June 25, burned 253 scoops coal for a performance of 79 pounds per switch locomotive mile.

Engineer HOGUE, fireman ALEXANDER, switch crew H. E. FITCH, W. HARPEY and E. BRASHEARS, engine 960, June 24, burned 289 scoops for a performance of 90 pounds per switch locomotive mile.

Engineer NORMAN, fireman SCHAHUBER, switch crew H. J.

FITCH, G. TIFFANY and L. F. GRIMES, engine 958, June 24, burned 294 scoops for a performance of 91 pounds per switch locomotive mile.

Engineer W. BECKERLEY, fireman REED, switch crew GLORE, CARNER and PHILLIPS, engine 957, June 26, burned 255 scoops for a performance of 79 pounds per switch locomotive mile.

Engineer THIEL, fireman WEBB, engine 957, July 1, burned 255 scoops for a performance of 69 pounds per switch locomotive mile.

Monett: Engineer RUGGLES, fireman TURNER, engine 834, July 16, burned 2 tons coal, performance 83 pounds per switch locomotive mile. Engineer PETERS, fireman EBNER, engine 1216, July 12, burned 2½ tons coal for a performance of 104 pounds per switch locomotive mile.

St. Louis Terminal: Engineer JOHN TICE, fireman R. TICE, engine 3747, July 15, burned 263 scoops for a performance of 71 pounds per switch locomotive mile.

WESTERN DIVISION

Perry Sub: Engineer GRAMAN, fireman WILSON, engine 1343, train 634, Enid to West Tulsa, July 21, handled 232,320 gross ton miles, burned 1,440 gallons oil, performance 6.2 gallons per 1,000 gross ton miles.

Engineer MacFARLINE, fireman YOUNGMAN, engine 1326, train 634, Enid to West Tulsa, August 8, handled 229,560 gross ton miles, burned 1,500 gallons oil, performance 6.5 gallons per 1,000 gross ton miles.

Engineer BOONE, fireman OGLE, engine 185, train 609, Tulsa to Enid, August 11, handled 625 car miles, burned 787 gallons oil, performance 1.25 gallon per car miles.

SOUTHWESTERN DIVISION

Engineer J. O. THOMPSON, fireman ICE, engine 4152, West Tulsa to Afton, July 9, handled 3,388 tons, burned 1,109 gallons oil, performance 4.1 gallons or 48 pounds per 1,000 gross ton mile.

Engineer WESTPHAL, fireman H. PETERSON, engine 1512, train 9, Tulsa to Oklahoma City, handled 11 cars 116 miles on 1,008 gallons oil, performance 79 gallons or 8.4 pounds per 1,000 gross ton miles.

Engineer E. T. HUMPHREY, fireman W. HURT, engine 4121, train 438, West Tulsa to Afton, July 16,

handled 3,461 tons, burned 1,510 gallons oil, performance 5.6 gallons or 66 pounds per 1,000 gross ton miles.

Engineer WALROD, fireman HIGINBOTHAM, engine 4152, train 439, Afton to West Tulsa, July 17, handled 2,207 tons, burned 1,108 gallons oil, performance 6.4 gallons or 76 pounds per 1,000 gross ton miles.

Engineer CONWAY, fireman CHAPMAN, engine 4154, train 535, West Tulsa to Francis, August 6, handled 2,074 tons, burned 1,713 gallons oil, performance 7.3 gallons or 87 pounds per 1,000 gross ton miles.

Engineer MCKINLEY, fireman SHORTRIDGE, engine 1103, train 409, Oklahoma City to Fort Sill, August 13, handled 638 car miles, burned 655 gallons oil, performance 1.03 gallons per car mile.

Engineer C. E. JOHNSON, fireman SHORTRIDGE, extra 1613, Quanah to Oklahoma City, July 21, handled 221,144 gross ton miles, burned 1,724 gallons oil, performance 7.8 gallons oil per 1,000 gross ton miles.

Engineer H. P. PALMER, fireman WHEELAND, extra 1626, Quanah to Oklahoma City, August 5, handled 244,898 gross ton miles, burned 1,875 gallons oil, performance 7.7 gallons per 1,000 gross ton miles.

Engineer BERRY, fireman LOVE-LACE, engine 1613, train 436, Quanah to Oklahoma City, August 8, handled 367,748 gross ton miles, burned 2,079 gallons oil, performance 5.6 gallons per 1,000 gross ton miles.

Engineer W. H. SAWYER, fireman O. M. HANKES, conductor CASSIDY, engine 4109, train 535, West Tulsa to Weleetka, June 27, handled 168,800 gross ton miles, burned 1,611 gallons oil, performance 9.5 gallons per 1,000 gross ton miles.

NORTHERN DIVISION

Engineer LYONS, fireman JOHNSON, engine 4140, train 167, Ft. Scott to Cherokee, August 3, handled 98,230 gross ton miles, burned 6 tons coal, performance 122 pounds per 1,000 gross ton miles.

Engineer ALEXANDER, fireman YANTZI, engine 4201, train 130, Ft. Scott to Paola, August 3, handled 249,945 gross ton miles, burned 7 tons coal, performance 56 pounds per 1,000 gross ton miles.

Engineer AUGHTON, fireman NORTON, engine 4025, train 157, Ft. Scott to Neodesha, August 5, handled 127-

400 gross ton miles, performance 141 pounds per 1,000 gross ton miles.

Engineer R. McCURM, fireman F. BELL, engine 4216, train 130, Ft. Scott to Paola, August 6, handled 265,335 gross ton miles, burned 8 tons coal, performance 60 pounds per 1,000 gross ton miles.

Engineer BESSEY, fireman FETERS, engine 4139, train 138, Afton to Ft. Scott, August 1, handled 405,000 gross ton miles, burned 16 tons coal, performance 79 pounds per 1,000 gross ton miles.

Engineer C. VIELBIG, fireman C. E. DELLINGER, engine foreman H. T. BAILEY, helpers F. E. WILMOT and W. L. MEYERS, engine 3731, July 3, Kansas City yard, burned two tons coal for a performance of 86 pounds per switch locomotive mile.

Engineer A. E. AUBUCHON, fireman H. L. BURNETT, engine 4030, train 838, Memphis to Chaffee, handled 653,360 gross ton miles, burned 16 tons coal, performance 39.5 pounds per 1,000 gross ton miles.

Engineer H. L. WILSON, fireman J. HENRY, engine 4207, train 136, Amory to Yale, handled 2,691 tons, 328,302 gross ton miles, burned 10 tons coal, performance 60 pounds per 1,000 gross ton miles.

Engineer J. J. JACKSON, fireman T. ROSELL, engine 1526, train 107, Memphis to Amory, July 26, handled 1,524 passenger car miles, burned 906 gallons oil, performance 59.4 gallons per passenger car mile.

Engineer GARY, fireman ROSENBERG, engine 1520, train 105, Springfield to Thayer, August 2, handled 1,380 passenger car miles, burned 1,109 gallons oil, performance 80 gallons per car mile.

Engineer RIGGS, fireman MCGILVRY, engine 4203, train 131, Springfield to Thayer, August 8, handled 266,000 gross ton miles, burned 14 tons coal, performance 105 pounds per 1,000 gross ton miles.

Engineer BRAKE, fireman TURNER, engine 4212, train 131, Springfield to Thayer, August 10, handled 253,000 gross ton miles, burned 12 tons coal, performance 93 pounds per 1,000 gross ton miles.

Engineer PHILLIPS, fireman INGRAM, engine 4204, train 131, Thayer to Memphis, August 9, handled 362,000 gross ton miles, performance 49 pounds per 1,000 gross ton miles.

RIVER DIVISION

Engineer HILDEBRAND, fireman HUTCHISON, engine 4006, train 832, Chaffee to St. Marys, July 29, handled 204,400 gross ton miles, burned 6 tons coal, performance 57 pounds per 1,000 gross ton miles.

Engineer R. EDWARDS, fireman T.

MILLER, engine 4006, train extra north, Chaffee to Lindenwood, July 26, handled 346,556 gross ton miles, burned 14 tons coal, performance 80 pounds per 1,000 gross ton miles.

Engineer D. HILDEBRAND, fireman HUTCHISON, engine 4010, train 838, Chaffee to Lindenwood, June 27, handled 270,618 gross ton miles, burned 8 tons coal, performance 59 pounds per 1,000 gross ton miles.

Engineer BARKLEY, fireman ANSEL, engine 4030, train 832, Yale to Chaffee, August 6, handled 255,576 gross ton miles, burned 16 tons coal, performance 62 pounds per 1,000 gross ton miles.

Engineer DOUGHTY, fireman KISER, engine 441, train 875, Cape to Hoxie, August 12, handled 417 car miles, burned 4 tons coal, performance 19 pounds per passenger car mile.

Engineer McCONACHIE, fireman FOULK, engine 4024, train 838, Yale to Chaffee, July 24, handled 3098 tons, burned 15 tons coal, performance 90 pounds per 1,000 gross ton miles.

Engineer HIPPARD, fireman RIGDON, engine 4006, train 838, Chaffee to St. Marys, July 21, handled 1,376 tons, burned 3½ tons coal, performance 73 pounds per 1,000 gross ton miles.

TEXAS LINES

St. L. & S. F. & T. Sub: Engineer M. H. SMITH, fireman W. C. CRAIN, engine 1240, train 34, Ft. Worth to Sherman, July 3, handled 146,172 gross ton miles, burned 1,143 gallons oil, performance 7.8 gallons per 1,000 gross ton miles.

Engineer R. L. LAUTERBACH, fireman J. B. CHESHER, engine 739, train 35, Sherman to Ft. Worth, July 11, handled 134,020 gross ton miles, burned 782 gallons oil, performance 5.83 gallons per 1,000 gross ton miles.

F. W. & R. G. Sub: Engineer T. B. STEPP, fireman H. LACKEY, engine 1243, train extra north, Dublin to Ft. Worth, local freight, July 2, handled 76,592 gross ton miles, burned 758 gallons oil, performance 9.8 gallons per 1,000 gross ton miles.

Seymour Sub: Engineer W. C. BUTLER, fireman BURCHELL, engine 3, train extra local east, Seymour to Mineral Wells, July 7, handled 66,696 gross ton miles, burned 1,145 gallons oil, performance 17 gallons per 1,000 gross ton miles.

RED RIVER DIVISION

Creek Sub: Engineer CONWAY, fireman CHAPMAN, engine 4114, train 535, West Tulsa to Francis, July 17, handled 205,770 gross ton miles, burned 1,405 gallons oil, performance

MAKE CHANGES JULY 10

Extensive changes in the official personnel of the operating department were announced on July 10 by Mr. H. L. Worman, vice-president in charge of operation. They are as follows:

H. B. Wilson, who has been assistant superintendent of the Northern division at Joplin, Mo., was transferred to Joplin as trainmaster. E. O. Daughtrey, assistant superintendent of the Western division, became trainmaster at Enid. F. C. Gow, assistant superintendent on the Western division, returned to his former job as conductor on the Southwestern division. J. L. Mumma, assistant superintendent on the River division, became trainmaster at Chaffee. James A. Hutchison, assistant superintendent on the Southwestern division, resigned from the service. E. P. Olson, assistant superintendent on the River division at Chaffee, returned to his former position as trainmaster at Hugo, Okla. J. W. Claiborne, assistant Superintendent on the River division, in charge of branch lines, was given additional main line territory. O. N. Watts, assistant superintendent of the Rolla Sub was transferred to the St. Louis Sub. Harry Gabriel, assistant superintendent of the Pensacola Sub on the Southern division, was transferred to the Central division as assistant superintendent at Hugo. He succeeded L. C. Beazley, who became trainmaster. Howard Humphreys, superintendent of terminals at Pensacola, Fla., had his jurisdiction extended on the Pensacola Sub to Magnolia. H. R. Wade, assistant superintendent in charge of territory from Amory to Magnolia had his jurisdiction extended to cover the Columbus sub-division. E. E. Carter, assistant superintendent at Neodesha, was transferred to Joplin, Mo., from which point he will direct the territory of Assistant Superintendent H. B. Wilson, as well as retaining his present territory.

of 7 gallons oil per 1,000 gross ton miles.

Sherman Sub: Engineer McALISTER, fireman J. B. CLINTON, engine 4159, train 535, Francis to Sherman, July 17, handled 198,165 gross ton miles, burned 1,512 gallons oil, performance 7.6 gallons per 1,000 gross ton miles.

Man at the gate to little boy: "Is your mother home?"

Little Boy: "Say, you don't suppose I'm mowing this lawn because the grass is long do you?"



The Pension Roll

WILLIAM WESSLEY WOLFE, passenger conductor, Southwestern division, was retired May 19, 1931, because of total disability. He was born at Larwell, Ind., May 17, 1879, and attended school at Ft. Wayne, Ind. At the age of 16 he entered the employ of the Pennsylvania as a water boy and afterwards worked for the Rock Island. He entered the



W. W. WOLFE

service of Frisco Lines as a brakeman at Sapulpa, Okla., December 17, 1902, and was promoted to freight conductor February 4, 1903. He became a passenger conductor July 14, 1911, working extra out of Sapulpa and then regularly out of Oklahoma City. He married Grace Pearl Foglesong at San Antonio, Tex., April 30, 1913, and to them was born one son. Mr. and Mrs. Wolfe live at Monett, Mo. Continuous service of 28 years and 4 months entitles him to a pension allowance of \$50.85, effective from June 1, 1931.

BENJAMIN FRANKLIN RECTOR, machinist, Chaffee, Mo., was retired January 15, 1931, because of total disability. He was born at Windsor, Ill., September 17, 1862, and attended school in and near Windsor. After engaging in railroad and other work for a time, he entered the employ of Frisco Lines in November, 1903, as an engineer at Cape Girardeau, Mo. He became disabled in 1905, and afterwards served successively as inspector, store room supply man, engine and train supply man, and tool supply man. He married Mary Elizabeth Griffith at Shermway, Ill., and to them were born five



B. F. RECTOR

Seven Frisco Lines veteran employes, with combined service of 231 years and 10 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held July 20, 1931, at the St. Louis general office.

children, all of whom are living except one. Mr. and Mrs. Rector live at Chaffee, Mo. Continuous service of 20 years and 7 months entitles him to a pension allowance of \$21.95 a month, effective from June 1, 1931.

PETER MYERS, conductor, Eastern division, was retired May 26, because of total disability. He was born at Jefferson City, Mo., February 14, 1871, and attended public schools there. After working as a tailor in St. Joseph, Sedalia and St. Louis and as a brakeman on the Missouri Pacific and Missouri-Kansas-Texas, he entered the employ of Frisco Lines



P. MYERS

June 27, 1896, as a brakeman between St. Louis and Newburg. On March 15, 1900, he began working as a brakeman and extra conductor and at the end of a year he became a regular freight conductor and served in that capacity until August 5, 1905, when he was promoted and worked as freight and passenger conductor until 1917. He held a regular passenger run from then until retirement. He married Minnie Mable Whitaker at St. Louis, Mo., January 19, 1898, and to them was born one daughter. Mr. and Mrs. Myers live at 6969 Marquette Avenue, St. Louis. Continuous service of 34 years and 11 months entitles him to a pension allowance of \$77.85 a month, effective from July 1, 1931.

CHARLES WHITE, passenger conductor, Northern division, was retired June 30, having reached the age limit. He was born at Mecca, Ind., June 21, 1861, and attended school there. After working a short time in a lead mine at Joplin, Mo., he entered the employ of Frisco Lines as a switchman at Joplin in March, 1882. He made his first trip as a freight conductor out of Joplin in 1886 and his first trip as a passenger conductor in 1892. He married Amelia Needham of Galena, Kan., in 1884, and to them were born three children, all of whom are living. Mrs. White is dead. Mr. White lives at Monett. Continuous service of 48 years and 11 months entitles him to a pension allowance of \$103.85 effective from July 1, 1931.



C. WHITE

GEORGE WASHINGTON MITCHELL, section laborer, Lebanon, Mo., was retired November 15, 1930, because of total disability. He was born at Bourbon, Mo., October 26, 1872, and attended school in Crawford County, Mo. He entered the employ of Frisco Lines at Bourbon in 1900 as a track worker and remained in that capacity throughout his service. He married Bessie Shields at Conway, Mo., January 28, 1921, and to them was born a daughter. Mr. and Mrs. Mitchell live at Lebanon, Mo. Continuous service of 21 years and 4 months entitles him to a pension allowance of \$20.00 a month, effective from May 1, 1931.



G. W. MITCHELL

MICHAEL JAMES BARRETT, locomotive engineer, River division, was retired December 1, 1930, because of total disability. He was born at Clonmeel, Ireland, September 29, 1864, and was educated in St. Louis, attending St. Louis University. After working on the St. L. I. M. and S., the Santa Fe and T. and P., he entered the employ of Frisco Lines April 5, 1905, as a locomotive engineer at Cape Girardeau, Mo. He was promoted to road foreman of equipment November 1, 1922, and afterwards returned to engineer. He married Miss Maggie Read, October 21, 1898. They had no children. Mr. and Mrs. Barrett live at 4518 Gibson Avenue, St. Louis, Mo. Continuous service of 25 years and 8 months entitles him to a pension allowance of \$74.55 a month, effective from June 1, 1931.

JOSEPH PAT HERD, roadmaster, Northern division, was retired June 30, having reached the age limit. He was born at Paris, Tex., June 18, 1861, and attended school at Ritchey, Mo. He entered the employ of Frisco Lines June 1, 1877, as a track laborer at Ritchey and became section foreman March 2, 1881. He became an extra gang foreman March 16, 1882, and was promoted to roadmaster February 1, 1892, serving in that capacity until retirement. He married Florence Bashame, December 17, 1885, at Dixon, Mo., and to them were born two children, both of whom are living. Mr. and Mrs. Herd live at Carl Junction, Mo. Continuous service of 52 years and one month entitles him to a pension allowance of \$123.75 a month, effective from July 1, 1931.

In Memoriam

FRANK C. BYMASTER

FRANK C. BYMASTER, chief clerk to S. S. Butler, general traffic manager at St. Louis, Mo., died of uremic poisoning at his home at 4475 San Francisco Avenue, St. Louis, on July 23, 1931. While his death was sudden, he had been in ill health for some time and had been confined to his home since July 7.

He was forty-six years of age, born September 3, 1885. He entered the service of Frisco Lines in the freight traffic department at St. Louis on August 1, 1911, and on August 1, 1912, was made secretary to the freight traffic manager. He took the position of chief clerk to the

freight traffic manager on July 1, 1916, and received the promotion to his present position on March 1, 1928, having served from July 1, 1922, until that date in the same capacity as chief clerk to the freight traffic manager.

He is survived by his wife, Agnes Koehler Bymaster, brother, uncle and brother-in-law. He was a member of Beacon Lodge No. 3, A. F. and A. M.; Bellefontaine Chapter No. 25, R. A. M.; York Council No. 4, R. and S. M.; Ivanhoe Commandery No. 8, K. T. Burial was made on July 25.

The deceased was well known in railroad and lodge circles. His friends throughout the country received the news of his death with distinct shock. "Frank," as he was known to thousands of railroad men, will be long remembered.

MICHAEL JAMES BARRETT

Word has been received recently that Michael James Barrett, pensioned locomotive engineer, whose retirement is announced on the Pension Page in this issue, died July 30. He had received a total pension allowance of \$149.10.

WILLIAM GREEN MARTIN

WILLIAM GREEN MARTIN, pensioned agent, died at his home at Blairstown, Mo., August 10. He entered the service of Frisco Lines as an agent-operator at Stanley, Okla., in October, 1887, and then served successively as operator at Jerome, Allenton, Eureka and Blairstown. He was retired July 15, 1925, because of total disability after 37 years and 8 months continuous service. He is survived by his widow, Mrs. Elizabeth B. Martin. His pension allowance was \$41.70 a month and during his lifetime he was paid a total of \$3,085.80.

R. F. MCGLOTHLAN DIES

The older veterans of Frisco Lines will be grieved to learn of the death, on August 3rd, of Robert Franklin McGlothlan, at his home on Washington avenue, Springfield, Mo. Mr. McGlothlan, at the time of his retirement, in 1924, was serving as treasurer of the old K. C. C. & S. Railway.

Mr. McGlothlan was born August 23, 1854, at Galesburg, Ill., and began his railroad career with the Burlington Railroad about the year 1800 at Hopkins, Mo., moving to Kansas City with the same company about 1885. He entered the service of the old K. C. F. S. & M. Railway at Kansas City as a statistical clerk in August, 1887, and at the time of the consolidation in 1901, became chief clerk in the ac-

counting department of the K. C. C. & S. Railway, being later promoted to treasurer of the company and serving as such until his retirement, which was due to his having reached the age limit on December 15, 1924.

He is survived by four daughters, Mrs. S. A. Tarbox, Mrs. R. W. Reed, Mrs. Myrtle Bowen, all of Springfield and Mrs. L. E. Martin of St. Louis. He is also survived by two sisters, Mrs. Jessie Gilmore of Denver, Colo., and Mrs. Lloyd Porter of Salt Lake City, Utah; two brothers, Mr. Charles W. McGlothlan of Denver and Rev. A. W. McGlothlan of Glendale, California.

IN THE FRISCO HOSPITAL

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

Mrs. L. E. White, Springfield, Mo.
G. W. Cathcart, Rogersville, Mo.
P. Gunbric, Monett, Mo.
H. H. Dean, Manchester, Mo.
J. McDonnell, Springfield, Mo.
A. L. Collins, Memphis, Tenn.
E. O'Neill, Hugo, Okla.
R. Smith, Advance, Mo.
L. E. Young, Tupelo, Miss.
W. Baker, Bartlesville, Okla.
F. Schick, St. Louis, Mo.
Mrs. R. M. Fury, Salem, Mo.
S. T. Daniels, Fitzhugh, Okla.
E. J. Robinson, Boswell, Okla.
W. D. Gretsche, St. Louis, Mo.
S. T. Meeks, Aliceville, Ala.
L. Kyler, Monett, Mo.
J. A. Johnston, Ft. Smith, Ark.
F. Lane, Eldorado, Okla.
F. H. Day, Bloomfield, Mo.
J. R. Howard, Van Buren, Mo.
J. T. Miller, Advance, Mo.
G. A. Kent, Jr., Chaffee, Mo.
V. A. Dellinger, Kansas City, Mo.
V. L. Thomas, Brentwood, Mo.
J. Barbaglia, St. Louis, Mo.
J. R. Travis, Ft. Scott, Kans.
F. B. Phillips, Sapulpa, Okla.
A. W. Oliver, Sleeper, Mo.
R. A. Langwell, Springfield, Mo.
W. Kupersmith, St. Louis, Mo.
L. O. Haase, Glendale, Mo.
W. J. Ottley, Kansas City, Mo.
O. A. Hudson, Fall River, Kans.
D. S. Sykes, Hybart, Ala.
J. Nunnest, Bessie, Okla.
W. F. Proffer, Chaffee, Mo.
J. L. Franklin, Sapulpa, Okla.
C. R. Gillette, Monett, Mo.
J. Gresham, New Albany, Miss.
E. N. Johnson, Chaffee, Mo.
H. L. Kennedy, Memphis, Tenn.
J. Simmons, Sherman, Miss.
E. L. Summers, Okla. City, Okla.



Homemakers' Page



Favorite Dishes for the Labor Day Menu

LABOR DAY is the last reunion for many families until the winter holidays. So the indulgent mother usually tries to cater to the tastes of the members of her family who are going away to school or to their respective business and professional fields, by preparing the dishes that only mother can make best.

Her menus for this special day need not be so elaborate that she must spend a greater portion of her time in the kitchen instead of with her family. A wise housewife plans simple meals for a holiday, yet she never sacrifices nutrition to simplicity.

Hot breads are always great and this is the time of the year that blueberries are plentiful in most sections of the country. So, why not serve blueberry muffins for Labor Day breakfast?

A simple lunch that takes little time and effort in preparation may start off with a cream soup. Nowadays in our larger cities the greenhouse-raised mushrooms are available the greater part of the year.

One of the most delicious salad dressings that gives variety to your vegetable salad is a sour cream dressing, and below is a Labor Day menu:

LABOR DAY MENU

Breakfast

Cantaloupe
Eggs Baked in Milk
Blueberry Muffins
Coffee

Lunch

Cream of Mushroom Soup
Biscuit—Butter
Corn Pudding
Apricot Bavarian

Dinner

Baked Stuffed Heart
Creamed Lima Beans
Broiled Tomatoes
Corn Bread—Butter
Cucumber with Sour Cream Dressing
Watermelon

And here is a splendid recipe for the blueberry muffins:

2 cups flour	½ cup milk
1 tsp. baking powder	½ cup water
½ tsp. soda	1 tbsp. vinegar
½ tsp. salt	2 tbsp. butter
2 tbsp. sugar	½ cup of blueberries
1 egg	

Beat the egg, add milk, vinegar and melted butter. Sift flour, then measure. Resift with other dry ingredients into mixing bowl. Make well in middle of dry ingredients and add liquid. Mix rapidly. Add well washed and drained blueberries. Yield, 24 small muffins.

Cream of Mushroom Soup

½ lb. fresh mushrooms (1½ cups chopped)	1/16 tsp. pepper
2 chicken bouillon cubes	1 slice onion
2 cups water	4 tbsp. butter
1 tsp. salt	1 tbsp. flour
	2 cups milk

Peel the mushrooms. Remove caps and chop fine. Boil stems in 1 cup water 10 minutes with one slice onion. Strain and press through coarse sieve. Make up to 1 pint with water and add chopped mushroom caps, bouillon cubes, salt and butter. Stir butter and flour to a smooth paste and add to soup. Continue boiling 5 minutes longer. Add milk and heat thoroughly. Yield, six servings. One small can of mushrooms may be used. Chop the mushrooms and boil with onion and seasonings, using mushroom liquor in place of part of the water. Proceed as with fresh mushrooms.

Baked Stuffed Heart

Wash a large beef heart in lukewarm water to which 1 teaspoon of baking soda has been added. Cut open and remove all stringy fibres. Soak in cold water one hour. Drain and wipe dry with a cloth. Sprinkle inside with salt and pepper. Fill with the following stuffing:

3 cups bread crumbs	2 tbsp. bacon fat
½ cup milk	1 egg
½ cup water	2 tsp. salt
2 tbsp. chopped onion	¼ tsp. pepper
2 tbsp. chopped pepper	

Soften bread crumbs in milk which has been diluted with the water. Cook onion and pepper slowly in bacon fat five minutes. Add softened bread, egg, salt and pepper. Stuff into heart. Sew up heart. Put in a large kettle, covering with boiling water and cook 2½ hours. Remove from liquid, drain, roll in flour and

fry to a golden brown in hot fat. Make a brown gravy, using liquid in which heart was boiled. Yield, six servings.

Sour Cream Dressing

¾ tsp. salt	½ cup milk
Dash pepper	1½ tbsp. sugar
¼ cup lemon juice or vinegar	

Combine ingredients and mix thoroughly before serving.

Corn bread, biscuit and blueberry muffins have been mentioned in the above menu, but nut bread is everybody's favorite. And the recipe below is a splendid one to try for the Labor Day menu:

Nut Bread

1½ cups graham flour	½ cup sugar
½ cup flour	½ cup milk
½ cup raisins	½ cup water
1½ tsp. baking powder	1 tbsp. vinegar
½ tsp. soda	½ cup nuts
½ tsp. salt	

Sift flour, then measure. Resift with baking powder, soda, salt and sugar. Add graham flour, raisins and nuts. Combine milk, water and vinegar and stir into first mixture. Pour into a well oiled bread pan and bake in a moderate oven (370° F.) 30 minutes. Yield, one loaf.

And for sister or brother going away to school, mother finds that a box of sugar cookies go a long way toward making the train ride a pleasant one.

This recipe, printed below, is tried and true:

Sugar Cookies

1 cup butter	½ tsp. vanilla
1½ cups sugar	½ tsp. lemon extract
2 egg yolks	2 tsp. soda
1 cup evaporated milk	¼ tsp. salt
1 tbsp. vinegar	6 cups flour

Have pans and oven ready so that cookies can be baked immediately after mixing. Cream butter and sugar, until sugar granules are dissolved. Add egg yolks, milk, vinegar, vanilla and lemon extract. Stir until thoroughly mixed. Sift flour, then measure. Resift with soda, baking powder and salt. Stir into first mixture. Handle with as little flour as possible. Pull off small pieces of dough and press with palm of hand on greased baking sheet to shape. Bake in a hot oven (400° F.) 10 minutes. Yield: 6 dozen large cookies.



They Wanted Shot

Zeke, Tim and Joe, three timid boys entered the village hardware store. The rather gruff proprietor said to the oldest, "What do you want, Zeke?"

"A dime's worth of BB shot, please." The old man climbed a ladder, brought down a shelf box that contained the air-rifle shot, made up the packet and returned the box to the shelf above. Then he asked the second boy, "What do you want, Tim?" "A dime's worth of BB's, please," was the meek answer.

"Why didn't you say so before?" said the old man irritably, as he went for the ladder again. He made up the packet as before, and then turned to the third.

"And do you want a dime's worth of BB's, too?" he demanded.

"No," replied Joe hesitatingly.

The old man climbed laboriously to the shelf again and deposited the box of shot. Then he returned to the counter.

"Well, my boy, what do you want?" he demanded of Joe.

"A nickel's worth of BB shot," said Joe.

YEP, THAT'S RIGHT

Sweet Young Thing: "Isn't this one of the oldest golf courses in the country?"

Escort: "Yes, it is, why?"

S. Y. T.: "I just heard a man say he went around it in '79."

NOTICE IN THE PAPER

If the person who stole the jar of alcohol out of my cellar will keep same and return grandma's appendix, no questions will be asked.

Whoa!

Minister: "How do you like my sermons?"

Old Maid: "Fine, I didn't know what sin was till you came."

WHAT A LIFE!

By the time you're important enough to take two hours for lunch, the doctor limits you to a glass of milk!

NO HELP

Doctor: "Let me see your tongue, please, maybe I can tell how sick you are."

Patient: "No tongue can tell how bad I feel, doctor."

Not So Crazy

The railway tracks ran parallel with the fence of an insane asylum. A local train was doing some switching near by, one of the brakemen flagging the rear end, when a male inmate peered over the fence at him and asked: "Are you working for the railroad?"

Brakeman: "Yes."

The insane one: "Do you work every day?"

Brakeman: "Yes."

The insane one: "Do you work when it's cold and rainy, too?"

Brakeman, wondering what the next question might be: "Yes."

The insane one, after eyeing the brakeman for a full minute, said seriously: "Then you are on the wrong side of the fence."

OH, MY!

She: "She has quite a large repertoire, hasn't she?"

Second She: "Yes, and that dress makes it look all the worse!"

A COMPARISON

Boss: "Mike, I'm going to make you a present of a pig."

Mike: "Sure, an' 'tis just like you, sor."

Stores for Everything

Man: "What are you crying for, Jack?"

Jack: "Because my dog has a short tail and I like a long tail."

Man: "Why don't you take him to the retail store?"

ONE KIND

He: "What kind of a shirt shall I wear to the formal dinner?"

She: "A clean one, of course."

UNNECESSARY

Road maps are entirely unnecessary. The average motorist can get lost all right without them.

Tight

Scotchmen are very seldom bothered with insomnia. There are but few of them who do not sleep tight!

TUT-TUT!

"Johnny, dear, go to bed. It's quite late enough."

"Oh, Mother, let me stay up a little longer."

"No, dear, the Sandman is coming."

"Let me stay up, Mother, I won't tell Daddy about him!"

AN OBJECT LESSON

The husband drew up a chair beside his wife's sewing machine the other day and remarked: "Don't you think it's running too fast? Look out, you'll sew the wrong seam. Slow down, or you'll stick that needle in your finger!"

"Why, what's the matter with you! I've been running this machine for ten years."

"Oh, I was merely trying to assist you, just as you try to help me drive the car!"

Safety First

"Freddie," said teacher, "give me a sentence using the word 'diadem'."

Freddie had overheard certain remarks at home, and out of his subconscious store of worldly wisdom he drew this reply:

"People who hurry across railroad crossings diadem sight quicker than people who stop, look and listen."

50-50 PROPOSITION

Cheer up.

You have two chances—

One of getting the germ

And one of not.

And if you get the germ

You have two chances—

One of getting the disease

And one of not.

And if you get the disease

You have two chances—

One of dying

And one of not.

And if you die—

Well, you still have two chances.

LOOK BEFORE YOU SPEAK

Cop: "No parking, you can't loaf along this road."

Voice Within Car: "Who's loafin'?"



A Story of School Days for Frisco Children

"SCHOOL days, school days, dear old golden rule days," sang Mary, Johnnie's little sister.

"Aw, don't you know any other tune?" he asked. "Maybe you'll say you're glad school starts Monday," he added.

"Yes, I am," said Mary. "I want to get back again and visit with my classmates and anyway if you go to school every day it don't seem so long before you can grow up like mother and dad and won't have to go any more at all."

"Huh," grunted Johnnie, and buried his nose in a daring novel of pirates and sunken ships.

But whether Johnnie liked it or not, Monday, the first day of school came. Waving a goodbye to mother who stood on the porch and watched them, they left, their lunch neatly packed in a little box which Johnnie carried.

The morning dragged on—then recess—then the noon hour, and early in the afternoon they were dismissed. In all fairness to Johnnie it may be said that the day was not too tiresome, for one of the first pages in the geography was of the Pacific ocean, and instead of seeing the ocean, Johnnie only saw a lovely big swimming hole. And as he gazed at the picture, things took form. He saw Skinny and Joe and Skipper and himself "peel" off for a swim. He saw himself, sitting on the old tree stump, his line dropped into the water in hopes of catching a fish. The summer had only passed, yet its memories were treasured by Johnnie, and here was one good use he might make of some of them.

And so when the teacher asked him a little later to tell her what body of water that was, Johnnie had not even read the inscription beneath the picture. He almost blurted out that it was the old Jones' swimming hole, but instead he said he didn't know.

Then the teacher had said, "Well, Johnnie, look right under the picture and you'll find the name. What have you been doing for the last five minutes when the rest of the children were studying?"

Oh well, what did teachers know about swimming holes and fish, and all the things a boy liked most.

And then one morning mother came in with the news that she had been called over to Aunt Lucy's in the night. Aunt Lucy had taken suddenly ill and had died.

Of course Johnnie and Mary were stunned. Aunt Lucy had always baked them the loveliest cakes and her cookie jar was always full—for many times Johnnie had sampled it and he knew. She made the raisin and nut kind too—the kind he liked most.

And then mother said that little Caroline, their cousin, would come to live with them. Both children loved this little fair-haired baby—although she would start to kindergarten that year.

"Oh, mother," said Mary. "let me take her in my room. I'll be so careful of her and I'll sleep with her each night and keep her covered and, oh, mother, I'd love to have her in my room."

"No, dear—we'll fix up the little playroom for her, but you and Johnnie must watch over her and help her—also help me to see that she grows into a fine lovely woman. Johnnie, you're the man around here—you take such good care of Mary, so I'm going to let you take care of Caroline when she is out of doors and when I have to be away."

Mother knew boys. She knew that if she invested Johnnie with some authority, that he would put forth an effort to make good. And Johnnie did. It wasn't more than two weeks later, when little Caroline got adjusted to the new house and its members, that mother found Johnnie telling her of his school and how she must grow up so she could go to school and learn things.

But that wasn't the worst of it. Mother often found Johnnie putting Caroline to sleep with tales of pirates and battles of the sea and land. And Caroline, listening with interest, absorbed every word which Johnnie uttered and when the stories were finished she asked for more.

"Johnnie," said mother one day, "why don't you teach Caroline her A B C's? It would be quite a feat if you would get her started before she goes into her kindergarten classes."

And from that time on, Johnnie devoted almost as much time to Caroline's A B C's as he formerly had to his games with the boys. And Caroline, warming up under the interest of Johnnie's instructions, was learning and learning fast.

The reports came home at the end of the first quarter, and in two or three studies, Johnnie had beaten Mary with an "A," while Mary only rated a "B."

One day Mary came upon Johnnie in his room—sorting out some of his favorite marbles. He was humming the old familiar tune, "School days—School days"—and Mary stopped and looked at him.

"I thought you didn't like that song. Thought you didn't like school or your teachers. What's the matter, changed your mind?"

And mother who was in the next room, put a handkerchief to her nose and blew it sharply to make less conspicuous the little laugh that almost broke forth when she heard Johnnie's answer.

"Well, you see, it's like this. I didn't care much for school. I didn't think I learned much, but I've been appointed an instructor now. I'm teaching Caroline her A B C's, and I'll go on and teach her her 'rithmetic too, when it's time. You see I have to study to kinda keep up on things and get the latest dope. If I can ever help you with your lessons, just whistle."

And Mary walked away, but not until she flippantly turned her nose up in the air and uttered a most sarcastic "Hump!"

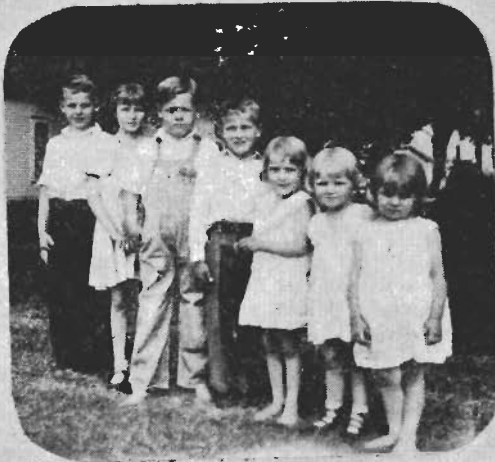
One Way to Get a Pass

"Pap, you bought sister a piano. can't you buy me a season pass to the baseball?"

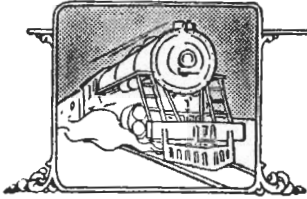
"Well, son, I don't know about a pass for the season."

"Well, it will be somewhere for me to go every day while she's practicing."

Frisco Children



1—Billy Gene Roush, grandson of Albert Phillips, Tuttle, Okla. 2—Mary Lois Williams, age 3, granddaughter of W. O. Teague, Sapulpa, Okla. 3—W. L. Williamson, age 2, grandson of W. H. Seal of Oklahoma City, Okla. 4—Carol Catherine, age 3, daughter of R. E. Purdue, Enid, Okla. 5—Reading from left to right, Ralph, Dortha, J. C., Bobby, Mary Lou, Wilma and Ruth Louise Todd, J. C. and Ruth Louise are children of Mr. Oliver Todd, and the other five are children of Mr. Egbert Todd. 6—Virginia Lou Miller, age 9 months, daughter of Geo. A. Miller, St. Louis, Mo. 7—Carl Jr., son of Carl Keiser, Springfield. 8—Leo Wright, grandson of Albert Phillips, Tuttle, Okla. 9—Jean, granddaughter of L. G. Schott, Oklahoma City. 10—Vincent and Melvin, sons of Ira Jones, Springfield, Mo. 11—Helen Kennedy, granddaughter of Wm. W. Spain, Monett, Mo.



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

I WAS in Kansas City on July 30 and attended Local No. 4's picnic in Swope Park. This was one of those delightful homey affairs to which everyone brings his family and enjoys a few hours in the open.

The supper was provided by the ladies, the drinks—root beer, near beer and pop—by the local, and there was an abundance of both. Mr. Brown, new general foreman, made a short, pleasing talk in which he presented regrets of Master Mechanic Berry, who was unable to be present. A prize to the couple married the longest was awarded to Mr. and Mrs. C. L. Braden, and the newly wed prize went to Mr. and Mrs. Clarence Ehni. The prize for the handsomest man was won by Mr. R. E. Breedlove. The 50-yard race for men was won by W. C. Abercrombie. The prize was a radiator ornament. Mrs. Lula Hummons won the 50-yard race for women and received an electric toaster. James Fitchie received a fishing reel for winning the 50-yard race for boys. The 50-yard race for girls resulted in a tie; however, the flip of a coin gave Miss Velva Bene Hummons a beautiful picture, the winner's prize. Winning the potato race for men won Mr. W. C. Abercrombie another radiator ornament, while Mrs. W. C. Abercrombie won a wall mirror, the prize for the women's potato race. In the potato race for boys Master Frank Braden won a billfold. Miss Velva Bene Hummons won another picture by leading home the potato race for girls. In the three-legged race for men, Charles Glover and W. C. Abercrombie each won an electric cigar lighter. A three-legged race for boys was the closing event, and yielded a baseball to each of the winners, Frank Braden and John Sebolt. This very delightful outing was the result of much hard work by the picnic committee, composed of Brothers Ira Jones, Martin Jewel, Tom Davis and Charles Hummons, who were very ably supported by the ladies of No. 4.

As this note appears we are thirty

days nearer the time for the opening of our mechanical schools. So, therefore, that hazy thought of a month ago is to be whipped into a firm resolution to pick up a course and pursue it to a finality. This appeal is again directed to the man of mature years—the man of fifty years of age. This man will see as many changes in the railroad service in the next few years as he has seen in all of his past life. He will see some men forge ahead and be addressed by their associates with the prefix of Mr. others as Old Jimmie the "old" being a term of respect, while others will be addressed as "Hey there, you." No man can stand still, he will either progress or slip back. Every man has a great influence over his future and much lies with him as to his form of address in the future. These schools are as a lottery in which, however, there are no blanks. The grand capital prize being the highest mechanical position within the gift of the railroad and with many prizes of lesser magnitude. Do not delay, but get in on the opening night and stick to it to the end, and get the full measure of benefit.

.. The volume of friendly criticism offered on the note in August issue on the benefits of co-operation, would indicate that a responsive chord had been touched.

The basic truth is that no corporation can function unless it be constituted as a smooth running, well oiled machine; all bearings true and with the least possible bit of internal friction. It is an axiom that all parts of a going concern be in perfect unity and in balance.

Oklahoma City on August 6. Those who went to the Monett picnic were high in praise of that event, planning already to attend the next one in larger force. Their ball team was not at its regular gait or their best; the long night ride, the hot day and a hotly contested game in the morning slowed the boys down. This team puts on some games in their own balliwick that would make the major

league captains wish they could duplicate.

St. Louis on July 27. A visit to our hospital found a few of our boys in for repairs. John R. White, boiler-maker from Fort Smith, and Tony Phillips, blacksmith from West Tulsa, being the only ones in bed. The rest of them were moving around "under their own steam," hoping and expecting that what was to happen would not be bad. All had a good word for the hospital management, praising the staff in ringing terms.

The Jefferson Avenue Coach Yards, under the watchful care of Committeeman A. J. Thomas, reports a 100 per cent condition which is especially fine, an enviable record, but not a lonely one for many points are matching it.

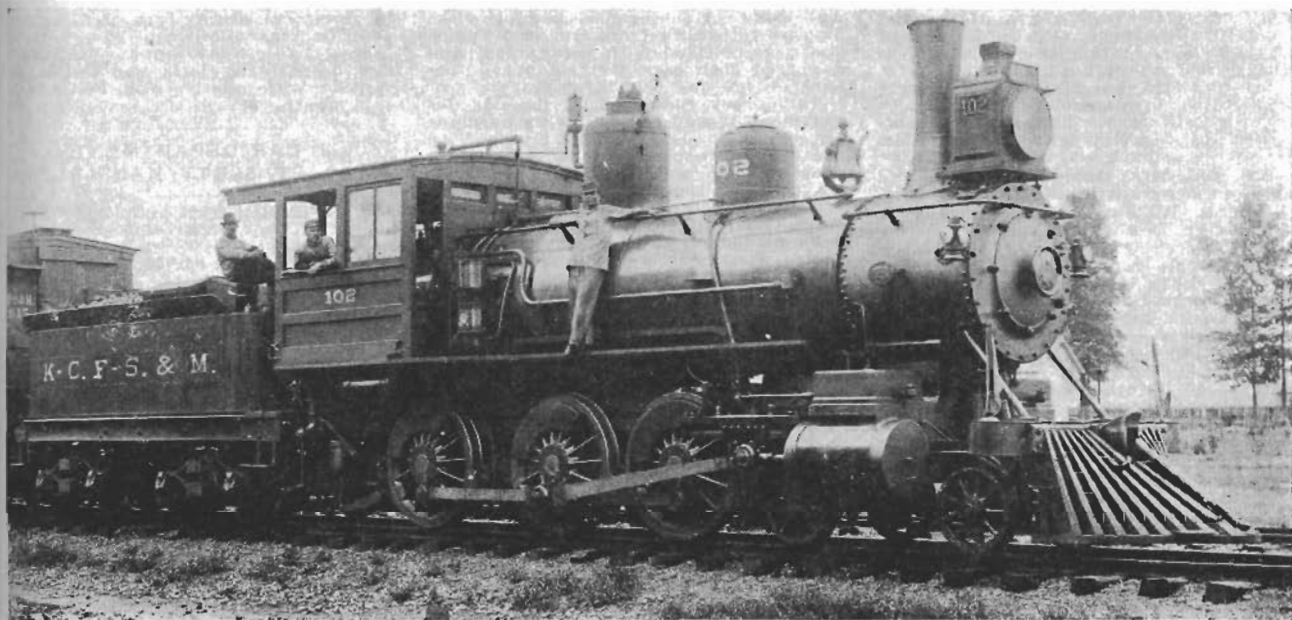
At Lindenwood I did not see our genial chairman of shop committee, Brother L. "Doc" Johnson, as he was on the sick list. However, Division Chairman Daniel E. Whalen and President O. M. Evans, with many loyal wheel-horses, were going strong. St. Louis, one of our largest points, runs along with scarcely a rattle—a good example of co-operation.

July 23. A day at Birmingham is always well spent. The boys were about to join hands with the Frisco Club, July 30, and pull off one of those little family picnic parties where all gather and swap stories and lay plans for helping each other.

The writer takes this opportunity to thank the boys for their very kind invitation to attend, and to express his sincere regret that attendance on that night, owing to prior engagements, was impossible, and also to well wishing boosters of Hugo, Okla., who wired an invitation to attend a picnic of the Frisco Employees' Club on August 6.

A stop at Pensacola on July 14, accompanied by division chairman, Otto Kettmann of the Southern division, was an outstanding feature of the past month. We found everybody well and happy. It was a great pleasure to meet up with Brothers George H. Payne, Joseph P. Brown, B. E. Spillman, John W. Dyer, Richard Carlton, the most of whom are widely known on the system.

This Engine Was Modern Power on the Memphis Line in 1894



Here's an old time picture, sent to the Magazine by Chas. Kirchgraber, engineer for Frisco Lines out of Hugo, Okla. This picture of engine 102 was taken at Mansfield, Mo., August, 1894, with Mr. Kirchgraber in the cab, C. A. Waggoner, foreman on the running board. The name of the man sitting on the tank is not known. Both Mr. Kirchgraber and Mr. Waggoner are now in service, but the little old 102 has long since been consigned to the scrap pile, after having served the old K. C. F. S. & M. long and faithfully.

At the close of the day Brother George Payne took us for a drive over the Causway to Pensacola Beach, and where we took a dip in the Gulf of Mexico. This was followed by a moonlight drive on the Scenic Highway, Florida No. 1, which follows the shore line of Pensacola Bay for miles. A highly commendable feature is the esteem in which Frisco men are held by Pensacolians. It would appear that the word Frisco was almost "open sesame" everywhere.

FRISCO MECHANIC FAMILY NEWS

LOCAL No. 24

RAYMOND F. DEES, Reporter

Locomotive Inspector A. B. Holmquist, reports a very pleasant visit at St. Louis, Mo.

Pipefitter R. F. Dees and son, Joe, also made a short visit in the city of St. Louis.

Several attended the watermelon carnival, held at Water Valley, Miss., and all report a wonderful time.

Carman M. B. Lowe and family visited friends and relatives in Water Valley during the month of August.

W. D. Tibbets and daughter, Myrtle, are visiting Mr. Tibbet's daughter in Chicago, Ill.

W. O. Garner, U. S. N. R., paid a visit to his brother, F. J. Garner, roundhouse foreman, and family.

Mrs. O. B. Holmquist and daughter, Mattie Bell, wife and daughter of Locomotive Inspector O. B. Holmquist, have

returned from Memphis, where they spent several days with relatives.

Car Oiler R. H. Cook is back to work after a slight illness.

MECHANICAL DEPARTMENT, KANSAS CITY, MO.

W. A. BULLARD, Reporter

Our assistant roundhouse foreman, Mr. George Kent, and family recently spent a very pleasant vacation visiting in Iowa, up where the tall corn grows.

We were sorry to hear of the transfer of our former general locomotive foreman, W. M. Medlock. Mr. Medlock's many friends at this point presented him with a fitted Gladstone traveling bag upon his departure and all of us wish him every success in his new duties.

We are very glad to welcome our new general locomotive foreman, Mr. E. W. Brown, formerly of the Springfield North Side Shop. We are hopeful he will like his new surroundings, and wish for him all success in his new position.

Mr. Tom Davis, machinist, and family returned some time ago from a very enjoyable vacation.

The daughters of Machinist George Roe are at this time visiting their grandparents in Dubuque, Iowa.

Mr. and Mrs. Richard Eckert are the proud parents of a new baby boy.

Bill Lewellyn, boilermaker apprentice, and Walter Shukert, boilermaker, enjoyed a fishing trip a few days ago. We understand their "catch" consisted of one catfish, which was approximately three inches long. The rest of the fish caught were small.

Zora Silliman, front end man, spent a very pleasant two weeks' vacation recently.

The Frisco Ball Park at Campbell's Lake is almost completed. The Frisco Ball Club is going better than ever. Their last game was with the Northeast

Merchants Ball Club, July 12th, with the score sixteen to four in favor of the Frisco Ball Club. Keep the good work up, boys.

Division Chairman Ralph Fyffe, at this writing, is planning on another big fishing expedition on the Kaw River.

Mr. and Mrs. Leo Rogerson have just returned from a trip into Colorado.

Mr. and Mrs. Clarence Ehni entertained with a bridge party at their home, recently, in honor of Mr. and Mrs. Glen Berry, the former the son of our master mechanic, Mr. W. B. Berry, Mrs. A. M. Green, formerly Miss Ethel Mae Berry, daughter of Mr. Berry, was also present.

Mr. John Purtle and Mr. Clarence Smallwood, together with their families, enjoyed a week's outing and fishing trip at Bagnell Dam the latter part of July. Wes Ehni, machinist apprentice, has returned from a two-weeks' vacation in New York City. Wes says Kansas City looks smaller than ever now.

MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

FRANCIS N. JONES, Reporter

Ernest Austin, brother of Car Inspector Austin, visited in Oklahoma City a few days the early part of this month.

H. H. Griggs, machinist apprentice, returned to work August 3 after a two months' absence due to an operation for appendicitis.

Due to reduction in force, Miss Amelia Kalb has bumped on the general foreman's clerks position, replacing Roy Floyd.

E. L. Phelps, division car foreman, was with us on August 7. We are glad that Mr. Phelps is feeling better and are always glad to have him with us.

F. L. Bryant visited his son, J. W. Bryant, on August 6 and 7. J. W. returned to Springfield with his father

for a six-day visit to be spent in the White River country in Arkansas.

W. S. Melvin, air brake man on the rep track, is all smiles due to the fact that he is the proud grandfather of Don Billy Lunsberry, the infant son of Mr. and Mrs. Joe Lunsberry, born August 6 and weighing 8 $\frac{1}{4}$ pounds.

Mr. and Mrs. Lee Harder and daughter, Billie, are spending their vacation in California. They were accompanied by Mr. Harder's mother. Mr. Harder is a machinist at this point.

Mr. and Mrs. Amanuel Hunter and children are vacationing in California.

Mrs. B. W. Swain and children are visiting in Denison, Texas.

Mrs. G. C. Papin, wife of George Papin, triple rack man at this point was taken to the sanitarium at Clinton on August 8. Mrs. Papin has been in ill health for some time. We hope that she has a quick recovery.

Paul Purcell, boilermaker, is the proud father of an 8 $\frac{3}{4}$ -pound boy, born August 10. Mother and son are getting along nicely.

Wm. S. Jones, machinist apprentice, is the proud owner of a new Model T Ford coupe. We suppose Bill will keep the roads hot between here and Oswego in the future.

Mr. Earl Diekman, electrical inspector, spent August 12 and 13 here looking over the electrical equipment at this point.

J. T. Fite, traveling car inspector, paid us a periodical call on August 13.

Mrs. F. E. Callis and children went to Ardmore August 3 for an extended visit with her parents. Mr. Callis is employed in the coach department.

Esla Wiley, coach electrician, left August 1 for a 30-day vacation in Missouri and Arkansas. Most of the time will be spent near Aldrich, Mo. I. D. Sullivan is filling Mr. Wiley's vacancy.

Mr. and Mrs. Floyd Gregg are the proud parents of an 8-pound son, Jackie Floyd, who arrived July 21. Floyd is a third-class blacksmith. The cigars were very much appreciated by the boys.

W. L. Childs, boiler foreman, returned from his vacation July 27. Bill says he enjoyed a much needed rest and several motor trips to nearby cities.

J. L. Morton, piecework checker, and family, W. S. Melvin and family, with a party of friends motored to a lake southwest of the city the evening of July 25 for a fishing and swimming party. The fish were not molested to any great extent except by the swimming. After dark a real picnic supper was served by campfire light.

Car Foreman Jess Moore motored to Tulsa July 23. Had a fine trip over but the trip homeward was not so pleasant on account of the heat.

Denny Howard, machinist and versatile star of the Frisco ball team, was awarded a bold baseball and a new Stetson hat for leading the Twilight League in batting for the 1931 season. Percentage for season, .459.

R. B. Spencer, master mechanic, was with us July 28 on routine business.

Have had some reductions in the store department recently. S. D. Pollock and James Dobyns were laid off and Charles Warren, night counter man, was placed on the day laborer's job.

John Eckley, night foreman in the houndhouse, and family spent their vacation in Pensacola. Mr. Eckley returned to work on July 29th.

J. H. Covington, car repairer, and family left July 30th for a months tour of the western states. Most of the time to be spent in Colorado.

A. M. Darragh and family spent three days visiting in Topeka, Kansas, the latter part of July.

A. C. Leslie left August 1st for a 3 weeks' vacation in Denver, Chicago and Bloomington. Mr. Leslie is employed in the coach department.

Harvey James, clerk to the car

foreman, was cut off August 1st. We understand that Harvey will take the night houndhouse clerk's job in Tulsa.

Joe Sims had the misfortune to wreck his car the first of August, when he was returning from Quannah, Texas. Joe's car collided with another car and damaged both cars pretty much. Fortunately no one was injured.

Temporary reduction in the car department caused the following permanent changes. L. G. Schott bumped on the 11 p. m. inspection job. G. L. Howe took the 3 p. m. job and C. H. Lower went to the rep track.

George Wright, laborer on the rep track has resigned. J. L. Sapp has been placed on the job.

Mrs. George Purcell and children left August 1st for Los Angeles. Mr. Purcell left the 15th of August and will join the family there.

We are glad to report that Joe Fahey, painter, is well on the way to recovery and expects to return to work soon. Richard Christoff has been filling Mr. Fahey's vacancy.

MECHANICAL DEPARTMENT PENSACOLA, FLA.

O. O. OLSEN, Reporter

Max Pacht, brickmason, was with us week of July 7th, repairing the stationary boiler walls. Max says he ran into a lot of static in the walls. Wonder what Max meant by this remark? Anyway he completed the work and returned to Birmingham July 17th.

Mrs. Albert Goetler, of Francis, Okla., is visiting with Mr. W. J. Patterson, our local storekeeper.

J. H. Cherry, wrecker engineer, has been off for several days account sickness. We wish you a speedy recovery John and hope you will be back on the old job soon.

H. E. Burgess, general chairman, and Otto Ketterman, division chairman, of the FAMC&CDE, were visitors in Pensacola, July 14th meeting, getting acquainted with the shop boys of local No. 14.

W. R. Holloway, engine-watchman at Magnolia, wife and children were in Pensacola recently visiting friends and relatives.

D. B. Reid, fuel inspector, was down to see us July 23rd, checking up and looking over the local fuel condition at this point.

J. C. Brekenfeld, shop supervisor, is down here with us at this writing in connection with the erection of a coke conveyor at our docks, which will handle coke from cars into ships for movement to other ports.

J. R. Hirsch and son, Russell, have been visiting friends and relatives in Memphis and St. Louis this month.

John Dyer, triple rack operator, wife and a party of friends motored out to Perdido Bay, evening of August 7th, enjoying fishing, swimming and luncheon, reporting a splendid time.

C. H. Dingman traveling locomotive inspector, was down here with us July 21st on regular inspection trip, looking over the local equipment. Mr. Dingman says he is going to come down here sometime in the near future and try out his luck fishing in the local waters and the gulf. We have plenty of fish in the gulf that will give you all the excitement you want.

Our deepest sympathy is extended to J. R. Hirsch, our general foreman, account the loss of his uncle who died in Memphis July 21st.

John M. Sheeley, staybolt inspector at Chaffee, with daughter, Thelma, and sons, Glenn and Frank, visited, August 1st, with B. E. Spillman, staybolt inspector at Pensacola. Mr. Sheeley was shown around the city by Mr. Spillman, visiting Pensacola Beach, Gulf Beach, Sander's Beach, Naval Air Station, Fort Barrancas and old Port San Carlos.

Coy Spillman, son of Staybolt Inspector B. E. Spillman, is now visiting his

brother, Ray, and aunt at Cape Girardeau.

We are very sorry to lose our store helper David Kelly, who was cut off in the local store, July 28th, account position was abolished.

Mrs. J. H. Sewell and son, Frazier and daughters, Doris and Dottie, are visiting with relatives at Fulton, Ala. this month.

CAR DEPARTMENT FT. SCOTT, KANSAS

J. N. HARGROVE and R. C. GILL,
Reporters

Eugene Moore, car foreman, took his vacation last half of July, spending most of his time at Park Rapids, Minn., fishing in the Crow Wing Lakes and reports a wonderful success.

A 10-pound baby boy arrived at Mr. and Mrs. Clyde Bakers on August 4th, whom they have given the name of James Olliver.

Carl Easley, car repairer, was called to Lincoln, Neb., account of illness of some of his relatives.

Harold Lathers is spending his vacation with his mother in the Ozarks.

Quite a reduction was made in the forces at this place here the first of August, cutting off the following men: Leo F. Struble, third class car repairer; Frank Brown, box packer; William McKinley, air brake man; Jack Brandt, car repairer; August Carlson, car repairer; William Cook, car inspector and Jim Hunt, car inspector.

NEWBURG, MO.—LOCAL No. 32

E. F. FULLER, Reporter

"Puss" Hill went to California on a visit where his wife and daughter, Gail, are visiting relatives.

Mr. C. D. Ward, night foreman, had an attack of malaria recently.

Red Northup, bill clerk, has accepted a position as caller at Monett. Mack J. Cotham has moved his family to Pacific.

William Owen, 2nd class machinist, who has been laying off due to an attack of appendicitis is able to be back at work.

Jack Hill and family returned home after an extended visit in California and Oklahoma.

Mr. C. W. Fulton, extra train engineer, who has been in the Frisco hospital, is much improved and able to work again.

Mrs. C. D. Ward and C. D. Jr., visited in Springfield recently.

Mr. A. C. Trotter and family motored to Rogers, Arkansas, on a ten-day visit with relatives.

Mr. S. A. Montgomery, John Fairley and families spent a few days fishing on the Gasconade. They reported a nice catch of fish.

Mr. C. D. Ward and family are spending a few days in Neodesha, Kansas, visiting relatives.

ST. LOUIS—LOCAL No. 5

R. W. REED and E. R. McNABB,
Reporters

Local No. 5 extends sympathy to A. F. Kirkpatrick and family through the loss of his father, who departed this life at Springfield on July 28, 1931.

We also extend our sympathy to A. J. Schratz and family through the loss of his father, Joseph Schratz, who departed this life at the age of 76, at Newport, Ark., on August 10, 1931.

Sympathy is also extended to James P. Okey through the loss of his mother, who departed this life on July 28, 1931.

M. A. Brayfield lost several days from work last half of July nursing a bruised thumb.

The boys at Lindenwood enjoyed a day's visit, on July 28 from Antons

Holmquist, machinist at Amory, Miss. "Tony" formerly worked at the Chou-tau avenue roundhouse.

Coy Barnett, boilermaker, is telling us about the new Guernsey milch cow which he recently bought to add to his herd.

Claude R. Wills, boilermaker, has transferred from Springfield to Lindenwood to fill the vacancy made by S. E. Shelton giving up his job and going back to Springfield.

Our sympathy is extended to John W. Snarr and family through the loss of his mother, who departed this life July 22 in Florida.

We were just wondering who the new nut-splitter was that went to work in the passenger roundhouse on August 7, and upon inquiry found that it was Neal O. Garner, wearing spectacles and they are quite becoming at that.

A. C. McVay, boilermaker, visited the home folks at Lebanon this month.

Seeing St. Louis from the air is quite the thing at this time. Charles Turner, electrician, Cliff Barnett and C. R. Wills, boilermakers, report taking a spin in the air with Forest O'Brien, who at one time was proclaimed endurance champion.

Mr. and Mrs. F. J. Price of Pheonix, Arizona, are visitors with the writer, E. R. McNabb and other friends and relatives in the garden spot of the Ozarks (Marshfield, Mo.) Mrs. Price and Mrs. McNabb are sisters.

W. B. Smith, boilermaker, lost several days during the month on account of sickness.

Max Hosang, machinist, has been off about a month on account of sickness of his family.

H. C. Duncan is visiting relatives and friends around Wheeler, Mississippi.

A true fish story as we hear it, is that Monroe Jenkins, lead tankman, on August 2 made a fine catch of black bass, the largest weighing three and one half pounds.

Another true story, so we hear (Coon-Hunter) Barnett, boilermaker, went fishing and hunting at Herman, Mo., on the Gasconade river and caught three channel cat, three bass, and six squirrels.

A champion checker contest is now on at Lindenwood and no one knows just who will be the winner, but we are placing our money on the best man, and when it is over we will let you in on who can really play checkers.

**RECLAMATION PLANT
SPRINGFIELD, MO.**

T. O. CHAPMAN, Reporter

John Ruthledge has been visiting friends and relations at Ft. Smith and Rogers, Ark.

Miss Helen Sanford, daughter of Ebery Sanford, has returned from a visit with friends at Bolivar, Mo.

Earl Gooch and wife were visiting relations at West Plains, and Earl got to land a string of fish while there he says.

John Bowman is still unable to work, or walk without a limp, on account of the injury to his foot some time ago, when he was struck by a sliding rail when moving a car.

Malcomb Doran has purchased a new Chevrolet sedan to take the place of the trusty Maxwell that has served him faithfully for a number of years.

Mrs. Frank Rotterman has been visiting at their former home in Cherryvale, Kans.

Harry Brown, our former store-keeper, but lately transferred to the vest shops, is recovering from an operation for hernia at the St. Johns hospital in Springfield.

James Adams, blacksmith foreman, has been putting in full time lately on the rivers at his favorite sport, fishing. He reports average success, but says he will be glad when the call comes for him to return to work again.

Our sympathy is extended to Earl N. Harmon and family in the death of his father-in-law, Buck Smith. Mr. Smith was very widely known around Springfield as a contractor, but has lately been in the employ of the Frisco.

Alfred Lehman spent his vacation in the usual way, fishing and frogging and capturing hoot owls on the Merramec river. Any of you folks who are amateurs along these lines should consult Alfred, for he is an expert in all three.

We wish to extend our sympathy to the relatives of Joseph Clement, blacksmith helper, who died August 10 at his home, 1041 West Harrison street, Springfield, Mo., after an illness of several months. "Uncle Joe" was a loyal Frisco employe, in the service for many years, and will be sadly missed by his fellow workers.

Mrs. L. J. Leysaht, who has been convalescing for some time, improved sufficiently to go to Kansas City to visit with her sister and brother-in-law, Mrs. and Senator Roscoe Patterson, before they sailed on their trip to China last month; but Mrs. Leysaht had the misfortune to meet with an accident in getting out of an automobile at Kansas City, and has since been confined to her home with a broken ankle. We wish to extend our sympathy to Mrs. Leysaht and Mr. Leysaht, in their unusual amount of misfortune.

The writer had the pleasure this month of visiting Pensacola, Fla., and of course riding the Frisco's Sunnyland trains through the states of Missouri, Arkansas, Tennessee, Mississippi, Alabama and Florida. Was accompanied on the trip by Mr. and Mrs. George Bucklew and daughter, Maxine, of Columbus, Kans. Mr. Bucklew is express agent at Columbus, and this being his first trip, likewise myself, to Pensacola. We enjoyed looking from the train windows, upon the splendid crops, which are so much in evidence this year all along the Frisco to the Gulf. We also got a view of the many pines through the south, which are tapped for turpentine products. At Pensacola, of course, the first building for us to view was the new Frisco depot, which is a beauty.

LOCAL No. 19—MEMPHIS

L. V. GLASS, Reporter

There seems to be a big demand for vacations and fishing trips now.

E. C. Kummerle, stationary engineer, and O. A. Craft, boilermaker, are again spending the week-end at Indian Bay. They report it a wonderful place and plenty of fish.

Monroe Stewart and family spent two weeks' vacation in Texas and West Missouri.

F. W. Huff, machinist, and family spent a week with relatives in Springfield, Mo.

S. M. Ferguson, erecting shop foreman, and family spent their vacation with Mr. Ferguson's parents at Kingsville, Texas.

Every one at Yale express their deepest sympathy to Mrs. Jas. McQuarry and family in the death of their husband and father, who was accidentally killed at Yale, July 3.

Mrs. C. R. Goodyear, wife of our friend Ross, and their little daughter are spending two weeks in Durant, Miss.

Local No. 19 is considering moving its meeting place from the Catholic Club to the Ben Hur Hall at Main and Beal.

Grady George, machinist, who was hurt in an automobile accident, is back on the job.

Geo. Berry, night machinist, is spending two weeks' vacation in parts unknown.

Mrs. P. I. Shipman, wife of our

boiler foreman, and their little daughter, Evelyn, spent a week in Pensacola, Fla.

Louis Walton, machinist, farmer, auto salesman and what have you, is back on the extra board at Yale after making a crop at Water Valley, Miss.

Charles J. Miller, machinist, and wife are the fond parents of a baby boy, Charles, Jr., born July 30.

Mrs. J. P. McNamara, wife of our friend Mac, and their son and daughter have returned after spending three weeks in New Orleans, La.

Local No. 19 is now planning a big boat ride on the Mississippi in the near future. That's getting to be an annual affair.

Everyone at Yale express their deepest sympathy to Mrs. H. E. Elphinstone in the sudden death of her husband.

**MECHANICAL DEPARTMENT
THAYER, MO.**

F. M. PEEBLES, Reporter

John A. Allbright, fireman, died at Springfield hospital July 20, following an operation for goitre.

Walter Myers, machinist, of Birmingham, Ala., and wife were visitors here.

H. E. Eckenberg, car repairer, and wife were visitors in Memphis.

Mrs. Jack Madden, wife of coal chute man, is quite sick at this time.

W. N. Andrews, coal chute man, was a visitor at Truman, Ark.

G. E. Elmore, cashier at Mammoth Springs, Ark., position being abolished, bumped Cashier Scott at Jonesboro, and was checked in August 10.

Fred B. Hengel, yard clerk, was a visitor at Houston, Texas, where his wife is trying to regain her health.

C. Black, caller of Yale, has bumped Dave Hackett at this point.

Mrs. Paul Poyner, wife of operator, is now in Los Angeles, Calif.

T. E. Bryant, night yard clerk, has been bumped by R. S. Harrison of Jonesboro.

Tom S. Creager (Lightning) was a visitor at Hoxie.

Mrs. P. A. F. Ingle, wife of agent, is now visiting her daughter at Tulsa, Okla.

J. L. Hackett, platform helper, got bumped by W. A. Edwards, yard clerk.

E. Banks, yardmaster, whose position has been abolished, has bumped back to switchman.

Mrs. Bertha Reese of Potts Camp, Miss., daughter of I. W. Hill, car inspector, is a visitor here.

Carolyn Skaggs, daughter of S. G. Skaggs, roundhouse clerk, is now a visitor at Springfield.

T. E. King, engineer, and wife are now on a visit to El Paso, Texas.

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Mrs. George Whitley and son and daughter left on the 12th for a visit with her sister and family in Sullivan, Ill. Mr. Whitley is a water service man.

C. T. Venable and Arthur Haldamen, water service, are renewing discharge line at Hayward water tank, while George Whitley and Jack Lenox are looking after the hot shots on the line.

Mrs. C. T. Venable and children are visiting her brother and sister in Chicago, Ill., and will also visit other points in the east.

William Cooper, night air man, and family spent a short vacation visiting different points in Missouri. Charles Carver worked the air job during "Bill's" absence.

The writer had the pleasure of attending the picnic given by the Beaumont Sub-Division Employees' Club at

Winfield, Kans., July 26, which was an enjoyable affair.

M. L. Graves, night roundhouse foreman, filled the position of general foreman during Mr. Phillip's absence and he in turn was relieved by Mr. Frank Holman.

William Phillips, general foreman, accompanied by his wife, spent ten days the last of July in Claremore, Okla., where "Bill" was taking the baths. He returned feeling fine and fit, all set for another year.

L. C. Dickenson, chief clerk in store department, was cut off July 1 and has exercised his seniority at Amory, Miss. We're sure sorry to loose "Dick" as he was the main stay of our ball team and a fine fellow also. He will be missed.

Earl Young, blacksmith, has returned from St. Louis hospital where he has been taking treatment.

Mrs. W. N. Patterson and children are visiting points in Illinois and Missouri. Mr. Patterson is roadmaster of this division.

Mr. and Mrs. Jake Haley spent last Sunday in Durant visiting Mr. Haley's parents.

Mr. Everett White, car inspector, was called to Dacoma, Okla., on the 8th account of the serious illness of his mother-in-law, who at this time is reported slightly improved.

Robert Oringderff, boilermaker, and family spent week-end August 9 visiting in Dacoma and Lambert, Okla.

Tom Carter, Sr., head air man, was a recent visitor in Kansas City, Joplin and Tulsa. He reports a very enjoyable time.

LINDENWOOD CAR DEPARTMENT

D. F. TOBIAS, Reporter

Inspector H. E. Montgomery returned August 10 from Pacific where he had been filling vacancy of C. L. Brinkman account sickness.

Quite a few changes made August 1. Our timekeeper, S. E. Penn, is back in yards at Gratiot as car inspector. Supplyman A. F. Schmidt displaced Adam Jurata as yard oiler in yards at Gratiot. Car Repairer A. W. Grifey is protecting temporary vacancies in roundhouse at Lindenwood.

Our general foreman, W. J. Gillespie, now has entire River division added to his supervision and has been spending quite a bit of his time getting acquainted with conditions in that territory.

Account reduction of force Car Repairer W. E. Gordon returned to his home near Memphis, Tenn., August 5.

Inspector L. B. Thurbur has been off since August 3 on vacation.

Work on the widening of Southwest Avenue is making good headway and causing very little trouble to passing trains.

The course of River Des Peres is being changed near Southeast Junction. Work has been completed up to our right-of-way.

Car Repairer Saul Whalen and family have passes for a vacation trip to Valliant, Okla., where they will visit friends and relatives.

Ye scribe and his teammate, R. E. Willer, enjoyed a fine chicken dinner at the latter's home August 4, the occasion being a birthday for both. Am not mentioning how old we are.

Car Inspector E. T. Pate laid off the 16th to attend to some personal business.

Our former steno, Miss E. M. Jones, and her friend, Mrs. Oldani, paid us a pleasant visit August 13.

Miss O'Neil, steno to Storekeeper F. G. Coffar, was off several days last week account sickness.

Two new faces in storeroom as countermen this month. Chas. Waite and Henry Gray are here from Monett.

Car Inspector F. J. Cosky and family have passes for a vacation trip to

Chicago, Ill.

Yard Oiler Wm. J. Webb has ordered passes to cover a vacation trip to California points late this month.

Joe Duncan, our box packer, is off at present writing, with a bad foot. Adam Jurata is filling his vacancy.

BRIDGE AND BUILDING DEPT. EASTERN DIVISION

ARTHUR BUNCH, Reporter

Jim Carter and men are doing general repair work on bridges and buildings in the vicinity of Morrisville, Mo.

Ebb Nease and men are building false work for widening underpass at Lindenwood, Mo.

General repairing on station building on the east end is being done by Charley Wallace and gang.

Clyde Cunningham and men are doing some repairing on bridges in the vicinity of Newburg, Mo.

Charles Baron and gang have completed putting the roof on the new reservoir that has recently been constructed at the west shops.

Ed Haskell, pensioned bridge inspector, was recently a visitor around the B&B yard.

Leo Baron, of Cleveland, Ohio, son of Charles Baron, B&B foreman, recently visited his parents in Springfield, Mo.

BIRMINGHAM TERMINAL

R. E. RICE, Reporter

Night roundhouse foreman, S. R. Mathes, and Mrs. Mathes have returned from visiting points east and north, including Washington, Boston, Toronto and Niagara Falls. Mr. Mathes reports a very enjoyable trip.

W. W. Kraft's father, who has been quite ill for some time, is now in a local hospital undergoing treatment.

O. T. Vessell and wife report a nice trip to Jacksonville a short time ago. They spent a couple of days in St. Augustine, where they went through the old Spanish fort, and stopped at Lovejoy, Ga., where Mr. Vessell's father resides, for a short visit with home folks.

Caller Harold S. Bivens is now on the second shift calling job, displacing Harry E. Dillin. Mr. Bivens is late of Amory and Memphis and we are told that Mrs. Bivens and the family have now joined him here.

Stationary Engineer H. H. Stapp spent several days the middle of July visiting with his mother and other relatives in South Greenfield, Mo. Mr. Stapp's mother has been in poor health lately and we hope that he found her condition improved.

A newcomer in the shop is Jack M. Holloway, machinist apprentice, transferred from Springfield, Mo. We welcome Mr. Holloway and trust that his stay with us may be long and pleasant.

Miss Astor Westbrook, daughter of Storekeeper G. E. Westbrook, has returned home from visiting with relatives in Jasper, Ala., the past few weeks.

Miss Mae Dudley reports lightning struck her home on Charles street during a recent electrical storm, but did no harm beyond damaging a chimney and some electric wiring in the house. Very fortunate, we say, that no one was injured and so little damage sustained.

Machinist C. E. Beard resigned from the service of the company on August 1, and we understand, can now be found about "Chicken Jack's." Paul W. Connolly is filling Mr. Beard's vacancy on the night cab job.

Machinist L. D. Criswell, who has been off since May 26 with an infection which caused the loss of the sight of one eye, returned to work August 1.

Inspector J. L. Hendricks laid off one

day the first half of August and his vacancy was filled by T. L. Purdy.

We have just learned of the death of the brother of Mrs. B. B. McGowan in an automobile accident at Glen Allen. Our sympathy is extended to Mrs. McGowan and the family in their loss.

Engineer Joseph Houppert was called out of the city a few days ago by death in family. Mr. Houppert's health has been relatively poor of late and he has taken leave of absence to recuperate.

J. F. Ringo, wife, son, John, and little daughter, Betty, have been visiting relatives in St. Louis, Mo.

Mrs. R. G. Blankenbaker, wife of piecework checker, is spending a week with relatives in the country.

Engineer T. I. Dennis, wife and son, T. I., Jr., visited in Washington and points east during the middle of July.

Mr. and Mrs. W. C. Barr have had as their house-guest Mrs. Barr's sister, Miss Beulah Marston of Tuscaloosa.

PARIS, TEXAS

N. B. PALMERTREE, Reporter

Mr. H. A. Jones is the new yard clerk at Paris, recently coming from Fort Worth, Texas. We welcome Mr. Jones to Paris and hope he enjoys his new home.

Mr. E. B. McGaha, yard clerk at Paris, and wife have moved to Dallas account of Mr. McGaha being displaced at Paris by Mr. Jones on July 31.

Mr. C. S. McCord, former ticket agent at Paris, was in town a short while on Sunday, August 16. How does the old town look Mack?

Mrs. B. C. Derrick, wife of the chief clerk at freight office at Paris, left Paris for a visit with her mother at Wynnewood, Okla., on August 16. They have also planned to stay several days at Turner Falls, a summer resort in Southern Oklahoma.

Mr. W. B. Crawford, cashier at Paris, and family are on vacation, visiting Tulsa and Oklahoma City.

Mr. E. S. Olson, foreman at Paris, recently returned from Temple where he underwent a serious operation. Mrs. Olson and daughters, Josephine and Emilene were in Temple with him.

Mr. W. R. Taylor, warehouse clerk, and wife, of Paris, have gone to Denver, Colo., for their vacation.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

We are called upon to chronicle the life, death and burial of our neighbor, friend and brother, Andrew Duryea Mills, age 50, chief clerk at the Frisco freight and passenger station, who died Tuesday morning, August 11, at his home, 633 South Main avenue. Mr. Mills was born in New York, but came west in early youth and had been with the Frisco for 29 years except for two years as Missouri-Pacific agent at Carthage 23 years ago. He was with the Frisco in Oklahoma before coming to Springfield in 1912. Mr. Mills was a member of the Blue Lodge and Royal Arch Lodge of Masonry, the Modern Woodmen, Royal Arcanum, and the Royal Neighbors. He was a member of the Christian Science church. He is survived by his wife, Mrs. Nellie Mills, two sons, J. Y. Wilson Mills and Charles D. Mills; two daughters, Misses Alice May Mills and Josephine Mills, all of Springfield; his mother, Mrs. Mills of San Diego, Calif., and one brother, Ralph D. Mills, of Tonganoxie, Kans.

J. A. Beckman has moved to his new home, 633 North Nettleton avenue. He is well pleased with it.

Mrs. Sooter and daughter spent a recent week-end with friends at Tulsa, Okla.

L. P. Trask and family are spending a few days at Steelville, Mo., visiting Mr. Trask's mother and sister, Mrs. Summers.

LOCAL No. 7—FORT SMITH, ARK.

H. W. CLAYPOOL, Reporter

Vacations are still in order around Fort Smith, with P. E. Scherry, first-class machinist, off for fifteen days motoring over the middle west. He plans to attend several ball games while at St. Louis, pulling for the Cardinals, of course. D. M. Windes, third-class machinist, is spending fifteen days around Kansas City.

The writer recently enjoyed a visit from Mr. Pat Riley, pensioned tool room attendant, who has just returned from the company hospital. Mr. Riley can't say too much for the doctors and nurses who showed him every possible courtesy.

We are very sorry to report that L. W. Caviness and R. L. Maledon have entered hospitals again. Mr. Caviness, sheet metal worker, has entered the veterans' hospital at Hinds, Ill., while Mr. Maledon has entered the company hospital.

J. J. Reeves is filling Mr. Maledon's second-class machinist's job, temporarily, while William H. Carter, from west shops, Springfield, is filling Mr. Caviness' job.

A recent shakeup occurred in the car department when the general foreman's job was abolished. Mr. W. W. Claypool is now on the car foreman's job while Mr. A. D. Harcrow bumped in on an inspecting job.

The water service gang of Ed Carter's has been busy for about two weeks installing oil stations at five points on the division. We understand a number of our locomotives, etc., are to be equipped with oil burners.

LOCAL No. 18—BIRMINGHAM, ALA.

W. A. MYERS, Reporter

S. R. Mathis, night roundhouse foreman, has been away on a vacation the past two weeks. He visited relatives in Indianapolis, Ind., but is back now and reported a very enjoyable time. J. H. Waide, machinist, acted in his absence.

We were sorry to lose Clyde Hart, machinist apprentice, who quit us and joined the navy.

Ted Downey, drill-press operator, is the proud father of a baby girl who arrived at his home July 13.

W. O. "Kid" Leo, machinist, suffered a severe foot injury recently. He has been a patient at St. Vincent's hospital for the past two weeks. We learn that he is improving rapidly and we hope he will be able to be back at work with us again soon.

C. E. Beard, night cab man, has resigned. He is going into a business for himself. We are sorry to lose Mr. Beard but we wish him success in his new enterprise.

Paul Connelly, machinist, is filling the vacancy left by Mr. Beard on the night shift.

W. F. Lawson, machine shop foreman, is back with us again after spending a two-week vacation in Detroit, Niagara Falls and parts of Canada. He reported a very enjoyable time.

We are glad to have L. D. Criswell, machinist, back at work with us again, after a greatly extended absence on account of fatal eye injury.

During the layoff in the latter part of July many of the fellows took advantage of the opportunity and visited relatives in various parts of the country.

Jerry Sullivan, car repairman, has been visiting relatives in South Dakota.

LOCAL No. 33—HAYTI, MO.

E. B. WHITENER, Reporter

Local No. 33 held its regular monthly meeting with excellent attendance, including all present expect one.

F. C. Larson, roundhouse foreman, was at Chaffee recently attending a business meeting.

Bert Williams, car inspector, spent one day in Chaffee recently attending a meeting.

Otis Powell, machinist, is back with the gang again. Otis has been in the hospital for some time.

Watermelons are moving rapidly which has a tendency to make business better, at least for the present.

C. V. Sigler and family, accompanied by J. H. Chronister and Mrs. Chronister of Chaffee, Mo., also J. J. Appling, all enjoyed a sunrise breakfast on the banks of the Mississippi river Sunday morning, August 9. They reported a delightful time.

Shirley Gremar, machinist, had the misfortune of losing everything he had by fire one night recently. A donation was made among the boys at this terminal and was given to Shirley which will help a little to get started again.

Warren Beck, box packer, lost two weeks work account of being ill, but we are happy to report he is back on the job again.

Theon Strack, machinist, spent one day in Cape Girardeau recently.

Another switchman has been put on at this point to help take care of the melon business.

B&B REPORT—SOUTHWESTERN DIVISION

J. O. WOODS, Reporter

Virgil Leak and men are doing concrete work at Wheatland.

W. E. Fountain and men are erecting a new water tank at Oklahoma City.

W. A. Lantz and men are busy with false work in connection with the new concrete work being done between Pierce City and Grand River.

E. F. Maggi and men are placing new ties on North Washita, also renewing some bridges on Sulphur branch.

O. V. Smith and men are finishing up work in connection with the new depot at Tulsa, also taking down the yard office at Sapulpa and shipping same to Peachville, Ark.

George Simpson and men are painting the South Canadian bridge at Francis.

W. A. Lantz and crew were called to the Northern division to help replace a bridge that was burned near Ash Grove. Our old veteran pile driver friend, Frank Woodard, reports that he has been called to every division on the Frisco but he considers Mr. Nolton, the general B. & B. foreman, accorded them the most courteous treatment they ever received on foreign divisions.

Mart White is laying off on account of nervous breakdown.

Carl Boone is back at work after a short layoff on account of kidney trouble.

Lester Edgar is back on job after three weeks layoff on account of rheumatism.

COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

Several changes were made in the car department, effective August 1. P. F. Spangler, whose position at Springfield was cut off, came back to Kansas City, bumping assistant general car foreman, L. J. Leigh, who, in turn, bumped M. J. Sartain, car foreman at north yards. Mr. Sartain bumped coach foreman, C. O. Edmisson, who

took a thirty-day leave of absence before completing the chain of bumping. Joe and Albert Hatley have returned from their vacations, most of which was spent visiting in Danville, Pa.

Tom Box is easier to get along with now that his wife and daughter have returned from an extended visit in Ft. Worth, Texas. Batching never seems to agree with Tom.

Tom Conway has been entertaining us with accounts of his recent trip, during which he toured most of the Gulf states.

The building formerly used as a wood mill has been fitted up as a coach paint shop and our passenger cars are now being shopped on a regular schedule regardless of the weather.

We are sorry to report that George Hobbs is still absent from duty on account of prolonged sickness.

Howard Strack and family made a short visit with relatives in Monett, Mo.

JOPLIN, MO.

R. C. FLETCHER, Reporter

Mr. Charlie Fredien, section foreman, has returned from the St. Louis hospital where he went for treatment about the middle of July.

Mr. R. Hanna, traveling road foreman of engineers, has located with Joplin as headquarters. Mrs. Hanna arrived about the 10th of August. They will live at 1717 Moffet avenue.

In order to stay within appropriations the forces at Ruth Yards and at the roundhouse were reduced to emergency forces the last week of July. At Ruth, Carey Griebe, air man, Earl Foster and Fred Giet, car repairs were laid off. At the roundhouse the mechanical forces went on half time.

Mr. Newt Haynes, rate clerk, is driving a new Chevrolet 6.

Don't very often happen, but G. L. Seanor, general roundhouse foreman, and his son went fishing one day the last of July.

Mr. G. S. Franklin of Springfield was a visitor on the 30th of July at the home of his nephew, A. L. Franklin, storekeeper.

Mrs. D. A. Hubbard and daughter, Annabelle, wife and daughter of D. A. Hubbard at the roundhouse, were visitors in and about Tulsa the first part of August.

Clare, son of Roger C. Fletcher, machinist at roundhouse, spent two weeks of August visiting friends in Lawton, Oklahoma.

Mrs. L. O. Foster and son are visiting in Detroit, Michigan.

LOCAL No. 17—TULSA, OKLA.

H. C. PRICE, Reporter

Paul Corbin, machinist, and family spent a ten day vacation in Missouri.

Claude Johnson and family are visiting in and around Alton, Mo.

M. James and Bill Woolsey are back on the job after having been confined in St. Louis hospital for some time.

W. E. Riddle, drill pressman, spent a week with home folks in Missouri.

W. H. Trantham, machinist, spent a week with home folks in Springfield.

H. J. Ray, machine shop foreman, is back in St. Louis hospital.

Andy Goetz, machinist, is back at work after having been off twenty days account sickness.

Guy Everett, boilermaker, spent a ten day vacation in Texas recently.

Jacob Hall, pipeman, has entered the bonds of matrimony. Congratulations to both Mr. and Mrs. Hall.

H. E. Crawford, wife and daughter are spending a short vacation in Dallas and Bonham, Texas.

Ruby Emerson, machinist, is the proud father of a 9½ pound boy. Congratulations to both Mr. and Mrs. Emerson.

M. L. Londagin and wife spent a few days in Arkansas recently fishing. No luck, the water was too high.

Our sympathies are extended to the family of Mr. C. H. Howard, tool room attendant, who passed away in St. Louis hospital, July 24th. Mr. Howard was a well-known figure around the roundhouse and was well liked by all who knew him. His loss will be keenly felt by his many friends.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

The Ladies' Auxiliary of Local No. 1, headed by their president, Mrs. Fenton D. Coleman, gave a chicken fry at Doling Park, Saturday evening, July 18, which was a very successful affair and was largely attended, everyone having a full feed of chicken and a good time. After the supper various games, attractions and sports were indulged in, not the least of which was swimming. It is just such affairs as this that make local No. 1 such a good organization to belong to.

J. L. Hilme, machinist, accompanied by Mrs. Hilme, made a two weeks' visit to Buel, Idaho. Mr. Hilme visited a sister and Mrs. Hilme visited a brother. They report a great trip and a good time.

Jesse Newton, sheet metal worker, also made a western trip, having visited friends and relatives at Cheyenne, Wyoming.

Lawrence Patten, machinist, had the misfortune of having his car destroyed by fire several nights ago. The fire started in an adjoining building and spread to his garage before his car could be saved.

Leonard "Snipe" Reddick has finished his machinist apprenticeship and is at present visiting a brother at the new Ozark lake.

William McCrae is another full fledged machinist having finished his time during the month of July.

Chas. Dummit, grease cup man, is busy during his spare time breaking in that new Plymouth coach which he just recently purchased.

John Fairley, machinist, is another new car owner, having purchased a new Nash Sedan.

Mrs. Carl Teed is at present very critically ill. Latest reports are that she is slightly improved, but still very sick. Mr. Teed is a boilerwasher.

Mrs. Adolphus Florence is at present visiting with relations and friends at Muskogee, Oklahoma. Mr. Florence is the third shift supply man.

Your reporter and family are at present very busily engaged in moving to our new home which we have just purchased and which is located at 1232 East Sunshine Drive.

WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

Chas. Robnson, with crew of men, is laying a large cast iron water main from Thoman Ave. to the new reservoir at the West Shops. There have been numerous obstacles to overcome, but Charles "knows his pipes," and is making splendid progress.

Earl Getchell and "Beagle" Wm. Marrs made repairs to deep well pump at Monett recently. Earl is now up on the High Line and "Beagle" is working on the new water main to the West Shops.

Andy "Swede" Baker is working in Springfield at present. Andy had one awful time deciding between working and fishing.

W. H. Brooke, assistant foreman, has discovered or uncovered an expert landscaper in our department.

Burl Horner, water service laborer at Monett, and brother, Alva, had an auto accident in Monett, July 31. Their car was badly wrecked, but, fortunately,

neither was seriously hurt, although Alva suffered a badly cut lip and eye and loosened a few teeth.

Chancey Buckmaster pumped at Stratford a few days during the illness of Robert Crow, regular pumper, who is ill with typhoid fever.

Clyde Hamby is back on the job with a ten gallon hat. "Ham" has also moved back to town.

The writer has been working at Monett for some time, since Charles Robinson has been at the West Shops in Springfield.

As usual, Henry Potter outdoes the bunch with his yarns. After listening for some time to the different freaks wrought by tornadoes, such as driving straws through trees, breaking dishes in refrigerator without moving the refrigerator, etc., Henry perks up and tells about the time the cyclone hit his home at Stratford and they found the old rooster after the storm where he had been blown into a jug and it was necessary to break the jug in order to liberate him. We honestly believed this because it happened at Stratford.

The condition of William Phillips continues to improve.

Mrs. C. L. Hereford and son, Pierce, are visiting friends and relatives in Nevada, Mo.

LOCAL No. 20—HUGO, OKLA.

F. D. KNIPP, Reporter

W. B. Kelly, machinist, is planning to take a trip in his new Chevrolet on Aug. 15. He is going through Arkansas and Louisiana.

Clyde Knight, machinist, had a nightmare on the night of August 12. He jumped up in his sleep and ran against the window, knocked the window out and cut several gashes in his head and the blow knocked him unconscious before he woke up. He is getting along alright now.

Hugo lost several of its men in the car department the other day, caused by a reduction in force.

R. A. Wright has been off several weeks on account of illness. He said he thought he would be able to go back to work in a week or two.

H. F. Reifenrath, Frisco machinist of Sherman, and wife, were the week-end guests of F. D. Knipp and wife. Mr. Reifenrath was a machinist in Hugo several years ago until he was transferred to Sherman in August of 1925. All the Hugo men remembered him and were glad to see him, and they would like to see him come back to stay.

J. H. Rees, tank man, and family spent Sunday, August 9, at Iron Springs. Mr. Rees said fishing wasn't so good, but they had a good time.

R. D. Walker, machinist, and wife and visiting guest spent Sunday, August 9, at Iron Springs. They report having a wonderful time. Oray N. Wright, machinist, was a guest of the party and of course, we all know he had a good time. He always has a good time wherever he goes.

H. G. Tittle, pipe man, moved his family to Muskogee, on account of his wife's health. After they had been moved about two weeks, Mr. Tittle received the bad news that his home had burned. Mr. Tittle's son had been in bed with fever and after the fire he had a set back, but is improving now.

Fred Jarrell, machinist, went to Oklahoma City Sunday, August 9, to see Hugo play in the Sand Lot Tournament. After he got there, the game was called off on account of rain and Fred came back with fisherman's luck.

Mr. George Sprague, traveling locomotive inspector, spent a few days with us in Hugo looking the Iron Horses over. He looks 'em over, too.

Sam Hollins, stationary fireman, is taking a 30-day vacation. That boy sure will enjoy these 30 days.

Kenny Dunn and Howard Marcum, who have been layed off for several

months, have returned to work and are now working regular.

J. W. Winfrey, stationary fireman, has been living within three or four blocks of one of the largest picture shows in Eastern Oklahoma for the past eight or nine years and has never seen or heard the sound pictures. You can believe it or not, he tells it for the truth.

W. A. Cheesman, an old-time Frisco machinist, was the visiting guest of friends in Hugo.

A letter was received by Mr. Burgess stating that all men on the Frisco should save on material. Boy, we have a general foreman here, Mr. Garrison, that if he taught us to save any more on material, we would be giving the railroad company material. He is so saving on material that when he was asked for two washers, he wanted the man to use one washer with two holes in it.

BACK SHOP NEWS

ALEX WATT and GORDON YOWELL, Reporters

Freeman Bassett, machinist, visited his son in St. Louis recently.

Chester Smith, machinist, 3rd class, made a trip to Charleston, Ill., recently and attended a religious conference.

Claud Estes, machinist apprentice, is back at work again after being laid off for a month, due to a reduction in force.

Earl McCroskey, machinist apprentice, has been transferred to the roundhouse to finish his time.

R. J. Tyack, machine shop committee man, has moved over on Eastern division since the last writing.

Claud Campbell, boiler maker, and his helper, Martin Hough, have been installing new flues in the boilers at the heating plant.

We regret to announce the death of Edward Keashaw, machinist in the tool shop. He had been off some time, due to serious illness, but had been improving until recently.

J. W. Reddick, boiler foreman, has been making a few week-end trips up to Bagnell Lake to visit his son, Leo, who operates a motor boat agency there. Leo formerly worked at the shops.

F. L. Leonard, sheet metal employe of the Frisco since 1922, severed his connection the last of July and with his family, moved to Des Moines, Iowa. Merrill DeMoon, our north side fisherman, reports some good catches lately.

WEST SHOP LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. E. GODFREY, Reporter

Well folks, here I am, back on the job again. Sure am glad to be back, too.

There are several of the boys back with smiles at the West Shop and hope we all get to stay awhile, now. We have had enough rest for awhile.

E. J. Adams, boilermaker, is driving a new car. Hard times didn't hurt him any.

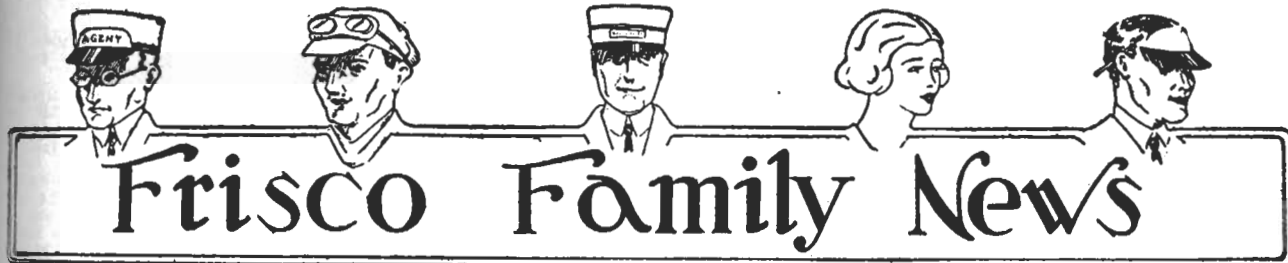
Al Jacobs visited his folks in Topeka, Kans., the last of July and reports a nice trip.

Guy Esckridge, machine foreman, is driving a new Hudson eight car.

John Ellis, boilermaker apprentice, with his wife and son, made a week-end trip to Tanneville, Mo., August 8, to visit home folks and friends. Johnnie said he had to push the hogs from the street to get through.

Lon O. Huntchins, electric welder, spent the last week of July, fishing. He reports lots of fun and lots of fish, and says he knows where to get them.

Jim Osbourne, boilermaker, who has been working in Yale, Tenn., for several weeks, has returned to the West Shops. The boys were glad to see him back.



Frisco Family News

EASTERN DIVISION

OFFICE SUPERINTENDENT TRANSPORTATION

EULA STRATTON, Reporter

About the only fun we had last month that merits mentioning was the Al G. Barnes circus that came to Springfield—the first circus of this season. A great many of us got up early and watched it unload (Frisco tracks of course) and hunted up all sort of excuses why we should attend the night performance. Elbert Hunt, division clerk, was vacationing that day so he took his young son, Elbert, Jr. to see the wonders of the Big Top and it being the child's first circus needless to say he thoroughly enjoyed it. (So did Mr. Hunt.)

Vinnie Hindman and Freda Fielden also enjoyed short vacations recently—they just "loafed" around home and enjoyed several picnics.

James W. Dugan, chief of our weighing bureau, had a birthday on August 18, and what a birthday!—70 years of age. We would never have realized he was that young but for the fact he was formally retired by this department. His railroad career has been a most picturesque one and we enjoyed hearing him tell of his many experiences. The entire office extends to him birthday congratulations and wish for him continued success and happiness in his retirement.

Raymond Moses, Son of A. P. Moses, chief transportation clerk, has "landed" quite an unusual position. He has been appointed supervisor of music at the Nixa High School and at the same time is privileged to carry on his college work at State Teachers' College. Raymond is a competent musician, having specialized on wind instruments, and that's what comes of "knowing how to blow your own horn." We congratulate him on this new work.

Also we are glad to report that another one of our brilliant Frisco youngsters, Mary Masters, daughter of F. H. Masters, car distributor, has secured a place as teacher in the new Phelps grade school, this city, which speaks well for Mary's ability.

News of former employees—Word has been received that Helen Mary Dryden has become the bride of Ralph Schnelder, and we all offer our congratulations.

PASSENGER ACCOUNTING ST. LOUIS, MO.

ESTELLE HILTON, Reporter

Mrs. Ezra Stewart, son Raymond, and daughter, Bernice, spent a week with friends in Washington, D. C., the latter part of June.

Mary Van Lieu and Helen McHale were slightly indisposed for a few days during the terribly hot weather.

Alex Czerney motored to Colorado to spend his vacation the week of July 26.

George Callanan has been nursing a felon on his thumb for some time but is getting along nicely at the present writing.

Estelle Hilton spent her vacation in San Francisco, Calif., and Portland, Ore.

While trying out his new car Saturday, August 8, Walter Coopersmith had the misfortune to have his right limb broken; he had a friend do the driving, thinking the other fellow was the more experienced driver. The driver was crowded off the road and into a curbstone, resulting in minor injuries to the driver, and a broken limb and injuries to the chest for Coopersmith, who was taken to the Frisco hospital for treatment. Coopersmith is quite optimistic about it all and said, "Oh it could have been much worse, and I am very thankful I did not have my wife and two children along." Says he is getting fine treatment and excellent meals at the hospital.

The writer had the good fortune to draw a lovely wool blanket for first attendance prize at the Frisco Employees' Picnic, held at Pevely Farm, August 9.

Wm. Eichoner has had his leave of absence extended to September 1.

Leola Hughes took a month's leave of absence from June 15 to July 15 to visit in California.

PURCHASING DEPARTMENT ST. LOUIS, MO.

L. W. RITTER, Reporter

Now that the Frisco Club's Picnic is all over and the ice cream, etc., is all settled, can any one give us the distance between here and Canada?

The above information wanted for the gang that pulled in on 66 at 8:15 without umbrellas.

Lucille Meyer was at the picnic and looked real nice. She wore a silk dress with chiffon lace cut on the bias. And yours truly wore his old man's fishing hat with matches in the rim.

Anyone desiring to roll his own cigarettes, please see R. B. McBride for full particulars on the machine.

We find plenty of exercise for beginners, since they roll so tight you rattle all muscles to draw on one.

This is swell fishing weather, but—where can a feller go?

Our golf players must be going over good, as we have never heard a score since they started.

Irwin Wegener is studying Botany during his spare time. He tells us he already knows the difference between a weed and a geranium.

The office orchestra's saxophone player, Herb Clay, still retains nerve enough to try and make us believe there is music in a saxophone.

L. W. Kistler spent a Sunday weeding his garden by practicing golf shots.

Henry Compton has taken up vocal and marathon running lessons at night, singing little James McVey to sleep.

Bernice Hower was on a diet and was home sick for a week.

Clark Pinkerton visited Tower Grove Park and tells us he played games and roller skated just like a few years ago when he was a boy.

Now Lynn White tells us he is on a diet; evidently he desires to join the invisible.

No engagements to report this month.

TELEGRAPH NOTES MONETT, MO.

HELEN FELLOWS, Reporter

On July 21 the agency and first trick at Newburg were consolidated. This gave W. W. Lemons a bump, who exercised his seniority by displacing J. W. Finley, on second, who in turn bumped Helen Y. Fellows. We, therefore, turned around and bumped G. W. Brown, on the first NY Monett, who bumped Pat E. Paulsell. Pat went on the extra board, and bumped L. M. Roach, who was working third Jerome.

L. J. Porterfield was successful bidder on third Jerome, going to work there August 13.

J. M. Roach is relieving E. H. Dyer, second at Sullivan.

George Greener, second SP, Springfield, was off one night, B. C. Jones relieving him.

Third trick St. James was closed about August 1. H. W. Bunselmeyer bumped H. D. Petty, third Cuba, who bumped A. E. Trotter, third St. John. Al thought he would bump O. O. Gilbert at Keysville, but hadn't made up his mind for sure.

C. H. Reed relieved C. A. Smith, agent, St. James, for a few days.

Pat E. Paulsell and J. D. Anderson are both working in S office again. Understand they are putting on another regular job there right away.

B. C. Jones worked agency, Billings, a few days, relieving A. C. Holeman. Glad to see R. B. Lemons and J. W. King back to work again.

CLINTON AND OSCEOLA SUBS.

MRS. A. W. LIFFEE, Reporter

Rains of the last few days broke the drouth of the last two months.

H. H. Loafman, engineer, and family have returned from a two weeks' visit with his brothers at Prague, Okla.

Mrs. Oscar Blumhoist, wife of Conductor Blumhoist, is recovering from a minor operation.

Thad Harrell, ex-brakeman, and wife visited in Clinton over the weekend.

Mrs. Chas. Grimes, wife of Chas. Grimes, fireman, and family of Springfield have been visiting her parents near here.

Miss Aletrice Rutherford, daughter of Conductor Rutherford, is visiting at Marysville, Mo.

Alva Johnson, engine watchman, of Grandview and wife was in Clinton Sunday.

Fred Long, engineer, and wife have returned from Columbus, Ohio, where he attended the international convention of Locomotive Firemen and Enginemen. While there they took a trip to Akron, where they visited the plant where the American Zeppelin was being built.

Ed Fuller, engineer on south local, was off this week-end visiting with

his daughter from Chicago.

H. L. Young, fireman, and family have returned from a three weeks' vacation in California.

Mrs. Geo. Petry, wife of Brakeman Petry, was in Clinton recently.

Dick Shaw, warehouse clerk, reports a very enjoyable vacation spent in Winnipeg, Canada.

Mrs. Frank Wilson, wife of Engineer Wilson, had as her guest recently her brother, Robert Duden, and family from Kansas City, and her niece, Miss Elva McKiernan from Detroit, Mich.

Emmett Cook, extra fireman, had the misfortune of having two ribs broken by being kicked by a mule while helping bale hay. We are glad to report he is recovering nicely.

Mrs. Harry Kline, wife of Conductor Kline, visited in K. C. last week.

My error: M. Crews, section foreman, who attended the Veterans' reunion is not retired.

Chess Staples, fireman, and family motored to Sedalia Sunday.

Garland Webb, caller, and wife report a very enjoyable vacation spent at Springfield, Louisburg and Havana.

As the freight helper job at Deepwater was abolished Garland Webb bumped Dan Hurlbut, the caller. Dan is undecided what he will do.

Mildred and Danny Hurlbut, Jr., children of Dan Hurlbut, are visiting in Houston, Texas.

Geo. Scrogham, brakeman, was off on account of the death of his brother-in-law, Gaylord Lionberger.

T. B. Coppage, superintendent, was in Clinton looking after business this week.

NEWS SERVICE DEPARTMENT SPRINGFIELD, MISSOURI

J. P. BRIGGS, Reporter

Mr. and Mrs. J. P. Briggs visited with Mr. and Mrs. W. D. Merchant at Ardmore, Okla., July 19.

Charley Dial, agency manager, had the misfortune to have his car stolen about two weeks ago, but was very lucky in finding it at Monett, Mo., and it was in good condition except fenders and some other defects. He now has it all fixed up and is as proud as if he had a new car.

Mr. and Mrs. J. F. Reid spent July 25 in St. Louis.

Bert Ferbrache journeyed to the big city of St. Louis and took in a ball game August 9. He is quite a baseball fan and if we want to know about a game we just ask Bert.

Mrs. Chas. Dial and daughters are enjoying a vacation in California, and from reports having a fine time.

R. C. Osborne spent the usual time on the road inspecting the news stands and auditing accounts.

Mrs. C. B. Anderson and children have returned from a visit in California.

L. D. Tully has been spending the last few week-ends at Rockaway Beach near Holister, Mo., and we can tell by his looks that he enjoyed himself very much.

OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

What came near to being a tragedy was turned into comedy a few days ago when Irene Boren of the record department calmly sat down on the bumper of a car into whose path she had stepped. Several who saw her step in front of the car were speechless with fright and turned from the sight of what they thought would be a terrible calamity, experienced immense relief when they looked up and saw her riding calmly on the bumper of the car, holding to the motometer.

Maude Yakey gave us a thrill this month when she appeared with a good looking diamond on her engagement finger.

And Louise Laes continued the thrill when she announced her marriage to J. C. Schofield of Aldrich, Mo., at the home of her sister in Illinois, on July 27th. Louise was given a lovely miscellaneous shower at the home of Theda Pyland; she leaves with the best wishes of the office, to make her home near Aldrich.

Florence Lyons is back on the job again with a bound ankle, after a few days off with a bad sprain from a fall. This is the second injury to her ankle within a few months.

Mrs. Ada Branson who went to sunny California when she was bumped from her assignment, writes that she has secured a good position in San Diego—and at the same time tenders her resignation. We wish her steady employment.

FUEL DEPARTMENT ST. LOUIS, MO.

LOUISE GIBSON, Reporter

At the last meeting of fuel supervisors and inspectors, held in Mr. Collett's office, the following were present: Mr. J. E. Whalen, St. Louis, Mo.; Mr. C. E. Bissell, Pittsburg, Kansas; Mr. G. L. Schneider, Sapulpa, Okla.; Mr. D. B. Reed, Birmingham, Ala.; Mr. H. T. Conley, St. Louis, Mo., and Mr. M. H. Rodwig, Tulsa, Okla.

Mr. H. E. Martin recently made a week-end trip to Springfield, Mo., where he visited relatives.

Edith Wiessman just came in, all smiles, from a week-end trip to Chicago. The vim with which she has attacked her work leads us all to believe she had a grand time on the lake.

Mr. Frank H. Schick has been away for several days, ill. He was in the Frisco hospital until Saturday, the 15th, when he was released and we hope he will soon be able to be back on the job.

Larry Kitts is slowly recovering from the part he took in the baseball game at the Frisco Clubs' picnic on Sunday, August 8. While Larry's team, the married men, lost the game to the single men's team, Larry is still of the opinion that the single men should have had a larger score.

Al Lutz slipped away for the week-end a few weeks ago and visited his "home town", Mound City, Ill. We always enjoy Al's stories of when he was in Mound City.

Mr. D. B. Reed, fuel inspector, from Birmingham, Ala., was in the office on business a short time ago. Yes, it's been hot in Birmingham, too.

MILL STREET PASSENGER STATION SPRINGFIELD, MO.

W. S. WOOD, Reporter

Events have happened so rapidly lately that it has been difficult for us to keep our bearings.

On July 24th the Springfield Terminal was consolidated with the Eastern division and Mr. O. W. Bruton, superintendent, was transferred to Oklahoma City. We were very sorry to see Mr. Bruton leave us. Long ago we learned to respect his sincerity and his conscientious efforts to serve the best interests of the company and to value his friendly advice and helpful suggestions to the employees.

On August 1st Mr. E. D. Chaudet was promoted to the position of soliciting freight and passenger agent, the passenger station being placed under Mr. C. O. McCain, freight agent. Our wish for Mr. Chaudet is that he be as successful in his new capacity as he was while city passenger and ticket

agent. His appointment reminds us of the advertising slogan, "Such popularity must be deserved."

Effective August 15th, Mr. McCain was transferred to Ft. Smith, Mr. H. G. Snyder coming to Springfield as agent, in charge of both the freight and passenger stations.

We had hardly heard the news of the new lineup, when we were shocked by the sudden and untimely death of Mr. A. D. Mills, for many years chief clerk at the freight house and after August 1st, with jurisdiction over the passenger station.

Blaine Killingsworth, who was secretary to Mr. Bruton, has displaced H. J. Dennis, ticket seller, Homer going on the extra board.

The all-expense-tour to Washington, D. C., exceeded our expectations, sixty-six people from Springfield taking advantage of the extremely low rate. It was particularly gratifying to us also that we had 85 people to St. Louis on the popular excursion of the same date.

We are always prepared for unusual questions—such as, "If I mail a letter at the station tonight, will it get to Summerville in time to go out on the star route"—but we were caught a little off guard the other night when a feminine voice over the telephone asked what the admission would be to the midnight show Saturday night. We were afraid for a minute that a new tariff had been issued which we had missed. However after a little discrete hemming and hawing we found out the lady thought she had one of the local theatres and our honor was preserved.

TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

Arthur C. Erke, clerk, resumed work in this office, August 10, after having been off duty three weeks account an attack of scarlet fever.

Miss Maude Gorsuch, stenographer, left this department August 9, account force reduction. She will visit her parents in Jefferson City for a week, before going to Oklahoma City, where she has secured employment.

P. E. Paulsell, telegrapher, is relieving B. L. Kennedy in "S" office while Mr. Kennedy and family are on a two-weeks' vacation in Tennessee.

E. F. Oakes, operator from Sapulpa, is relieving T. M. Maxwell in the Springfield telegraph office. Maxwell is on vacation.

Account rearrangement of forces, division linemen have been re-assigned as follows: J. R. Moore, Monett; L. C. Gelling, Oklahoma City; B. E. Loftis, Hugo; H. E. Jordan, Thayer; A. B. Tribble, Hayti; A. E. Laxton, Madill; W. O. Wise, Fayetteville; S. L. Canady, Talihina; E. N. Wood, Ste. Genevieve.

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

RAYMOND H. RINKEL, Reporter

According to all reports our picnic at Pevly Farms was quite a success—W. G. Rodenroth, Frank McDonald, Delbert Fields, Rallegh Beatty and O. K. Coyle being among those present from this department. "Frisco night" at the Myny Opera was another event that brought out many familiar faces to view "Rio Rita".

J. E. Ritchey after a trip to Wisconsin, claims there are still plenty of fish waiting to be caught.

Frank McDonald and family took a trip to Detroit, bag, baggage—tents and all.

W. G. Rodenroth recently spent a week in the Ozarks, which was a very enjoyable one.

Bruce Mahon has been assigned to the position formerly held by Vincent Neist—Vincent Neist resigned. Best of luck, Bruce.

**F. L. & D. CLAIM DEPARTMENT
SPRINGFIELD, MO.**

DAZEL LEWIS, Reporter

"You orter seen me rasslin' with that big bass, etc." So begins one of the fish stories told by Pop Pursley following his recent fishing trip. Bob Gilbert says it cost Pop a new rug for Mrs. Pursley to bolster up the story about the miraculous draught of fishes. Wonder how Louie Bangert could be so profuse in his story about the same results when he only received the head of one fish as a bribe.

C. E. Martin, claim investigator, recently extended hospitality to his sister and family, Mr. and Mrs. H. H. Fuller and son, Martin. Mr. Fuller is Frisco stationary engineer at Enid, Okla.

Ruby Northcutt, dictaphone operator, spent a few days in Mountain Grove and Salem, Ark., during August, visiting relatives and friends.

G. R. Reed gave us a surprise recently. We rejoice with him in the acquisition of a charming helpmate and wish them much happiness in the years to come.

We are glad to report that little Margaret Martin, age 8, daughter of C. E. Martin, is rapidly recovering from injuries sustained when she was accidentally hit on the forehead by a baseball bat.

W. Shumate, former car load DR clerk in this department, and temporarily out of service account retrenchment, is now conducting a grocery store located on the corner of Kearney and Turner streets. We wish him success in his new venture.

**DIVISION STOREKEEPER'S
OFFICE—SPRINGFIELD, MO.**

PEARL A. FAIN, Reporter

So many changes have taken place in the personnel of the store department, 'tis hard to know just what to say. But be that as it may, everyone is trying to co-operate to the fullest extent and are making the best of all things.

Mr. C. E. Wheatley, who has been division storekeeper of the Eastern division for several years, has been transferred to Southern division, as division storekeeper at Yale, Tenn. His chief clerk, Tom O'Kelley, has been transferred to the general storekeeper's office. Mr. Glenn Stone, formerly of West Tulsa, is now chief clerk to division storekeeper, this division.

Mr. L. H. McGuire, crane operator, had his tonsils removed on July 28th and was in the hospital about a week.

His health is considerably improved since the operation.

'Tis reported that A. M. Click made a "flying" trip to Arizona recently to see that "grand" granddaughter of his. It must have been a flying trip, for he was back to work in a day and a half's time.

Mrs. A. M. Click has been visiting in the country for the past week and Mr. Click is "enjoying" the pleasures of bachelorhood.

W. D. Price and family spent a week-end recently on the banks of the Ozage River near Lebanon and enjoyed their vacation immensely.

Mrs. O. H. Miller and children will leave soon to attend the 87th birthday anniversary of their great grandmother, who lives at Lefe, Arkansas. Mr. Miller is stock clerk in this department.

Miss Mary Anna Fain, who has been attending school in Louisville, Kentucky, for the past two years and Miss Olive Fain, with the Phillips Petroleum Company of Bartlesville, Oklahoma, came the first of the month to visit the writer and sisters.

Everyone is thankful for the cooler weather and the refreshing rains.

There are now only two supply cars operating over the system each month. A. T. Laughlin, of supply car No. 3, "bumped" in as section stockman of classes 3 and 13. The crews of the other two supply cars are working hard these days, evidently, as "Tlde" Berst says he just carries an oil can along with him and oils "his joints" on the run. He does not give them time to get dry or stiff.

Stock clerks in sections 18 and 20 welcome Mr. J. C. Kerr to their "apartment", as his desk has been moved to that section.

Mr. Sam Gaston, general foreman, went to his private "fishing hole" east of Springfield recently and returned with so many fish that it is a mystery to his friends how he could have caught so many with hook and line.

Mr. J. G. Akridge is now stock clerk for section 7, having bumped J. W. Myers, who in turn is now counter-man. We are indeed sorry to lose Oscar Cook, Umfrey Johnsen and W. F. White from our department, as well as several others, account reduction in force.

**GENERAL STOREKEEPER'S
OFFICE—SPRINGFIELD, MO.**

HELEN ALDRICH, Reporter

We are sorry to lose Miss Elizabeth Gibson and James "Shorty" Erickson, who have left this office account reduction of force and hope they can be back with us in the near future.

Miss Nola Rook of this office and Miss Eunice Hagerman of the accounting department spent the week-end of August 1st at Bagnell Dam.

Paul Lowery spent July 10th to 13th at Rockaway Beach, enjoying a fishing trip. He says he had trouble in catching fish, but no trouble whatever in catching a cold.

Dorothy Bass, daughter of John Bass, had the misfortune to fall and break her arm while roller skating recently. John says the handicap seemingly does not keep her from enjoying life and we are glad she is getting along so nicely.

Bobby Bramhall, son of Mrs. Blanche Bramhall, has returned from San Diego, California, where he has spent the summer.

The division storekeepers were called into Mr. Blume's office for a meeting on July 24th, at which time a number of important items were discussed with reference to more efficient handling of the various problems in the store department.

We gladly welcome to the general storekeeper's office at Springfield, Mrs. Dorothea Hyde, comptometer operator from division storekeeper's

office, Tulsa, also Mr. Tom Mishler, price clerk from the same office, and Mr. Earl Johnson, price clerk from division store office at Ft. Smith, who were transferred here account transferring the division store accounting to this office.

**DIVISION AND STORE ACCOUNT-
ANT OFFICE—SPRINGFIELD, MO.**

MARY NEWTON, Reporter

Miss Ruby Stephens of this department visited in Fort Scott, Kansas, Sunday, August 2nd.

Maurice Raush visited with his mother over Sunday the 8th, at Eldon, Mo.

Miss Mary Moore accompanied her small nephew to his home in Memphis, Tenn., Sunday the 16th.

Account reduction of force Miss Ruby Stephens, Maurice Raush and Otis Hardin will leave us.

**OVERCHARGE CLAIM-REVISING
DEPT., ST. LOUIS, MO.
DEPARTMENT
ST. LOUIS, MO.**

J. J. DALY and J. H. KOEHLER,
Reporters

Joe Koehler spent his week renewing acquaintances in Las Cruces, New Mexico. As usual, his camera was working overtime.

Horace Clermont apparently captured distance honors this year by completing a triangle trip via Sarasota, Florida; Richmond, Va., and Muncie, Ind.

At this writing Miss Blanche Franklin is at home convalescing after a short stay at the hospital.

Mr. R. A. Walt spent his vacation hitting the high spots around New York City.

Congratulations to Mathilda Froh, formerly of this department, on the arrival of a baby daughter.

A. V. McGill says it is much more pleasant and easier to acquire a coat



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| | <input type="checkbox"/> Tinsmith |

Name.....Age.....

Occupation..... Employed by.....

Address.....

of tan than it is to get rid of it. That's what bathing at Panama City, Fla., will do.

Since the abolition of the zone revising departments, we have with us again P. L. Brendel, A. V. Foster and Guy Miller. At the same time we regret the passing of C. C. Feldman, J. J. Stratman and C. S. Hunter, to say nothing of our only blonde, Buck Rohlfing.

Bill, we understand, is living the lonely life of a bachelor since Mrs. Egen and her three daughters are sojourning in Los Angeles. Let us hope their stay will not be too long.

Gertie Boyer joined the ranks of the mountaineers by reaching the summit of Pikes Peak.

SOUTHWESTERN DIVISION

**TELEGRAPH DEPARTMENT
TULSA, OKLA.**

W. K. BAKER, Reporter

Most hearty congratulations to W. T. Gordon, dispatcher, Sapulpa, upon the birth of William Thomas Gordon, Jr.

W. Walters and family, are on an extended vacation trip to New York and California. Gene Autry, acting as agent at Weleetka during Mr. Walters absence.

The following extra operators have taken a leave of absence: E. C. Holland to Palestine, Texas; R. L. Prince to Largo, Florida; G. O. Pickett to Dothan, Alabama, and A. N. Graves to Daisy, Tenn.

The writer visited in Springfield a few days recently and while there got acquainted with some of the boys in "S" office. Sure is a nice bunch up there and I enjoyed my short visit with them very much.

Many of the operators on the Red-River Sub., will grieve at the loss of their good friend W. S. Montgomery, known to all as "Monty", who was killed July 24. Lee Welsh, Okmulgee, and W. D. Fine attended the services at Okmulgee. Interment in Mansfield, Ark.

D. F. Smith, third ticket clerk at Sapulpa, bumped by D. B. McCain from Ada. Understand Mr. Smith bumped Ed. Reynolds on 1st trick at the New Frisco Rock Island station at Oklahoma City. We sorta hate to see Dewey go, but our loss will be their gain and wish Dewey all kinds of good luck.

Continuing the bumps from last month: Nat. Burch bumped Harry Fisher at "KB" Tulsa. Fisher to 2nd West Tulsa vice E. Schlicht to agency Fairland, vice G. M. Doggett to agency Olustee, vice J. W. Garner to 3rd Madill vice H. L. Forsythe, who in turn reverts to extra board. J. J. Corum from agency Schullter to agency Troy vice O. L. Haddon, Sr., to 2nd Holdenville, vice M. B. Reynolds who in turn reverts to extra board; R. J. Horwood from agency Headrick to 3rd trick Francis, vice J. T. Mayberry to agency Sculter vice P. H. Fisk to 1st Cyril vice H. M. Russell.

H. R. Lee, from 2nd Holdenville to 1st Tulsa Interlocker, vice E. A. Vinling to 3rd vice O. L. Haddon, Jr., who reverts back to extra board.

Nat. Burch and wife are visiting with their son in Seattle, Washington, for the next thirty days, with J. E. Moore relieving at "KB" Tulsa.

C. T. Fine, extra operator relieving St. Slocum on third trick "XY" Sapulpa, while Mr. Slocum relieves S. D. Leggett as agent at Lawton few weeks.

Account heavy rains in and about Altus July 20, which took down the train wires south of Altus, it became necessary for the Sapulpa wire chiefs to make an emergency patch via Springfield, Enid, Snyder and Altus to give Oklahoma City a train wire south. This patch covered a complete circle of approximately 950 miles.

Third trick Semeca, Mo., was abolished recently, W. H. Easton to 2nd vice E. S. Renfro to 2nd Neosho vice J. E. Hulse to 2nd Holdenville vice O. L. Haddon, Sr.

A temporary position has been created at Fort Sill during the National Guard encampment. Extra operator F. E. Klos working it.

C. L. Dunbar, 2nd wire chief, Sapulpa relay is back, after spending a thirty day vacation at various Canadian points. Extra Operator E. F. Oaks from 2nd Sapulpa to 1st "KB" Tulsa vice Extra Operator J. E. Moore.

J. P. Wooten, former Frisco operator who just recently enlisted in the Regular Army, is playing in the 151st Field Artillery Band at Fort Sill, Okla.

G. A. Minick, former Frisco operator and his brother are running a grocery store in Oklahoma City.

From the Tulsa Democrat, Tulsa, Indian Territory August 8, 1906: "Vice President Gray and newly appointed General Manager Dickson of the Frisco will be in Tulsa four days this week, on a tour of inspection. The Frisco plans to make Tulsa the division point and to locate shops here."

In 1896, there were only four automobiles in the United States.

W. K. Baker will spend two weeks at Fort Sill with the 160th F. A. Okla. National Guard from Claremore beginning August 15.

**OFFICE SUPT. TERMINALS
WEST TULSA, OKLA.**

MISS EDNA A. WOODEN, Reporter

Mrs. M. L. York and little daughter, Merlyn, have returned from Chicago, where they spent several days.

John H. Smith, switchman, who underwent an operation recently for appendicitis is reported getting along nicely.

Word has been received of the arrival of a little daughter in the home of Mr. and Mrs. Lynn C. Holloway July 26, to whom they have given the name of Joan. Mr. Holloway formerly worked in this office.

Mrs. C. J. Quinn, and children have returned from Springfield, Mo., where they visited several days with relatives and friends.

The many friends of Mrs. H. F. Cundiff will be glad to know she is much improved in health and that her family now have hope for a complete recovery.

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R. E. Hayes, switchman, has gone to Denver, Colorado, where he entered a sanitarium for the benefit of his health. We hope that Mr. Hayes will improve rapidly and will soon be able to return home.

Geo. M. Boucher, switchman, who was absent from duty for several weeks account sickness, has returned to duty.

Mrs. G. G. Harrison spent several days recently in Springfield where she visited with relatives.

We are glad to report Hank Smark, who was seriously injured some time ago, has returned from the hospital and is able to be out again.

F. A. Hallum, switchman, has returned to duty after an extended absence account illness.

Mr. and Mrs. O. E. Guin have returned from Beaumont, Texas, where they visited several days with Mr. Guin's sister.

Mrs. G. R. Warren, daughter and son, have returned from an extended trip to California where they visited relatives in Long Beach and Los Angeles. Enroute they stopped at different points of interest, which included Denver, Salt Lake City and Reno.

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MECHANICAL DEPT. NEWS TULSA, OKLA.

L. A. MACK and AMELIA KALT,
Reporters

Mrs. G. Stowell, of Beaumont, Texas, was the guest of Mr. and Mrs. Retzlaff the first part of July.

Miss Myrtle E. McConnell, distribution clerk, spent the last week in July with friends at Houston and Galveston, Texas. She reports a very enjoyable trip.

Mrs. W. F. Krafft and children spent a few days the latter part of July with relatives and friends at Springfield.

We have had a hot dry summer but our trees and flowers are doing fairly well, especially the trees.

Mr. and Mrs. M. L. Londa, electrician and wife, spent a few days in Arkansas, visiting relatives.

Mrs. E. L. Willsey and daughters, Maurice and Kathryn, wife and daughters of car foreman, are spending a vacation in Boise, Idaho.

Mrs. John White, wife of air brakeman, is spending an enjoyable vacation in Los Angeles.

Mr. Louis C. Johnson, car carpenter is leaving soon to enter the St. Louis Hospital for treatment. Hope he gets along nicely.

Mrs. M. L. Guinney, wife of chief clerk, is spending a few days at Ardmore, Oklahoma, visiting her parents, Mr. and Mrs. L. F. Freeman.

Mr. E. L. Phelps, general car foreman, who has been quite ill, has now returned to work.

Mr. E. L. Phelps, general car foreman, of the Southwestern Division, effective August 1, had his territory extended to cover Western Division and Texas Lines.

Nlm Pounds, Brown hoist engineer, West Tulsa, who has been away from duty some time account of injury, is reported as doing nicely.

Mr. F. B. Phillips, blacksmith at West Tulsa, is in St. Louis Hospital for treatment to his hand, which was badly cut when Mr. Phillips had an automobile accident in July, 1931.

M. L. Londagin, electrician, West Tulsa has been away on a short vacation in Arkansas. Mr. Londagin says lightning don't strike twice in the same place but you can get a Pontiac coach off in the same hole of water in the same river twice.

Mr. W. R. Bennett, piece work checker, West Tulsa, is away from duty account of illness.

Mr. Chas. Crapps who has been away from his work for some time account of death in his family, is now reported ill, but doing better. Mr. Crapps is springman at West Tulsa.

Mr. C. N. Johnson, machinist, West Tulsa and his family are spending their vacation with their folks in Thayer, Mo.

Mr. J. L. Franklin, engine yards, West Tulsa, who has been away from his work for some time account of injury received in Cosden Plant while working is reported doing nicely at St. Louis hospital.

Engineer J. E. Jones, Fort Scott is away from his run account of illness.

Engineer T. L. Colvin, and wife are on extended vacation in pursuit of the finny tribe.

Fireman Ross A. Monroe, West Tulsa, is away on vacation which will be spent in California.

Engineer D. P. Cronen, yard engineer, West Tulsa, is spending his vacation in Kansas City visiting his sister who lives at that point.

Engineer L. L. Hinch, West Tulsa Yards is in St. Louis hospital for treatment.

TULSA FREIGHT OFFICE

FRED A. SHELLHORN, Reporter

Miss Goldie Workman, tonnage clerk, and Miss Irene Doling, formerly secretary to the agent in this office, left the 15th for a two-weeks' vacation in Chicago and Mackinac Island. They are taking a boat trip from Chicago; trapping and tramping will be their main amusements.

Miss Marguerite Hefron, stenographer to chief revising clerk, has resigned her position to take a new one with the National Supply Company of this city.

Miss Nelle White, formerly cash-check in this office, is relieving in Miss Hefron's vacancy.

Effective August 15, the Tulsa revising bureau was transferred to St. Louis for consolidation with the other bureaus.

Mr. Geo. Jones, switching clerk, was a patient at St. Louis hospital for a few days last week, returning to us with a lot of new pep.

Wabash Bryan, chief rate clerk, made an extensive visit back east over the week-end.

F. A. Shellhorn, chief bill clerk, and wife, spent a short vacation in the east, visiting Niagara Falls and Boston.

Mr. Ralph Morris, until recently bill clerk, has taken a position with the Tulsa Terminal Warehouse as book-keeper.

E. V. Johnson, chief claim clerk, ac-

ording to latest reports, spends his week-ends fishing, but as yet we have tasted no fish. Try and believe it.

As boasted last month, the pennant is back in the possession of Tulsa warehouse.

TRAFFIC DEPARTMENT TULSA, OKLA.

MARGERY O'BRIEN, Reporter

R. C. Culter and his wife spent their vacation visiting with relatives and friends in California.

R. W. Berry, accompanied by his wife and baby, spent their vacation visiting friends and relatives in Arkansas.

W. V. Castle, former assistant rate clerk, this office, has been transferred to the yard offices, West Tulsa.

Charles Berry, son of R. W. Berry, soliciting freight and passenger agent, this office, formerly stenographer-clerk to assistant general passenger agent, J. E. Payne, has been transferred to St. Louis and we are happy to hear from Mr. Berry that he is much pleased with his present position in St. Louis.

The Frisco Ladies' Club had their picnic on July 20th; we had all planned on a big time, but due to very severe rain storm, many of the folks were kept at home, however, about thirty did get out to the Sand Springs park and they all reported a good time playing bridge and then all enjoyed a very delightful supper.

A number of our Tulsa forces attended a picnic at Sulphur, given by the Frisco Employees' Club on Sunday.

Flagman finds pleasure in his pipe

IN Chicago, the Randolph Street Locker Room is almost a railroad man's club. Flagmen, brakemen and conductors can always be found there chatting, smoking and playing cards while waiting for their runs.

S. Szymanski was there when we took his picture. Looks happy, doesn't he? That good-looking pipe must have something to do with his contentment. It is packed with Edgeworth. Edgeworth and a pipe make the favorite smoking combination of railroad men everywhere.

You can buy Edgeworth wherever tobacco is sold. Edgeworth Ready-Rubbed or Edgeworth Plug Slice 15¢ and up, according to size. Or, for a generous free trial packet, address Larus & Bro. Co., 108 S. 22d St., Richmond, Va.

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EDGEWORTH

SMOKING TOBACCO

August 2nd, special train leaving Tulsa at 5:30 a. m., returning late that night, everybody enjoyed the day very much and want to thank our friends for the nice time accorded.

O. H. Reid, general agent, this office, made a splendid speech at Madill at Frisco Employees' Club outing, with reference to the present condition of the railroads, which included a strong appeal to each and every one present to take home the thought of our condition today and to do something to help, impressing upon them the resources of the Frisco, the amount of taxes paid annually, etc., and the necessity of getting traffic for our railroad.

The Frisco Ladies' Club gave a surprise party for Fannie Turley, formerly of the local freight office, who was married quietly to Herman Bolling. We presented Fannie with a lovely casserole. The evening was spent playing bridge, followed by refreshments.

Mr. and Mrs. Tegler have returned from their vacation, part of their time spent in Canada and on their return they stopped at Chicago. Mrs. Tegler says they had a wonderful trip.

J. D. Rogers has been transferred from the city ticket office to the traffic department as soliciting freight and passenger agent; Phil F. Atkinson being promoted to position formerly held by Mr. Rogers.

**OFFICE OF SUPERINTENDENT
SAPULPA, OKLA.**

JENNIE F. AITCHISON, Reporter

Miss Lois Flanagan, stenographer to the chief clerk, spent a week at the beaches in Galveston.

Mrs. Ella M. Burd, file clerk, enjoyed a week's vacation at home in Tulsa and about.

A son, W. T., Jr., was born to Mr. and Mrs. W. T. Gordon, July 23. Mr. Gordon is dispatcher on the Creek and Sherman Subs.

Miss Mabel Spent spent the week ending August 16 with friends in Kansas City.

Among those attending the Frisco employes' picnic at Sulphur from this office were the Misses Ella Thrasher, Lois Flanagan, Louise Weidman, Mrs. Thelma Cobb, Mr. and Mrs. Frank Campbell, Mr. and Mrs. Ervin Reimer, R. E. Leach and A. Morgan.

C. S. Miller, dispatcher, and son are spending a month's vacation in Black Hills, South Dakota.

Word has been received from W. C. Campbell, draftsman, who was recently cut off on account of force reduction, that he had secured employment with the United States Engineering Department, engaged in making channel probings for proposed dikes systems between Omaha, Neb., and St. Joseph, Mo.; however, he is desirous of returning to the Frisco family.

RIVER DIVISION

CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

Word has just been received here of the death of M. J. Barrett, traveling engineer.

Out of the night comes dawn,
Out of sympathy comes service.

Mrs. C. L. Forster, Funeral Home

No. 918-920 Brooklyn Ave.

KANSAS CITY, MO.

GRand 0336

at the Frisco Hospital in St. Louis, and the Frisco employes at Cape Girardeau want to join with Mr. Barrett's many friends in extending their deepest sympathy to his family.

J. F. Neal, ticket agent, has had as his guest, his son and daughter-in-law, Mr. and Mrs. Frank Neal of Memphis, Tenn.

Joe Schumer, trucker, spent Sunday in Blytheville, Ark., visiting friends.

Mr. and Mrs. Don Parr, Morris Dunklin and the writer motored to St. Louis to see the Cardinal-Giant double-header.

S. L. Uhr, signal supervisor, and family have moved back to Springfield, Mo. During the recent reduction in forces Mr. Uhr was transferred back to Springfield. We are all mighty sorry to lose Mr. Uhr and only hope that he will be back again sometime.

Mrs. Edgar Willer and son, spent the day at Bloomfield, Mo., as guests of Mrs. Wm. Dossett.

Don Parr, switchman, who was off duty

a week account of an infected arm has now fully recovered and is again on the job.

F. C. Harper is the new signal maintainer at Cape Girardeau, having taken the place of S. L. Uhr, who was transferred to Springfield, Mo.

POCAHONTAS, ARK.

CLEATUS PRICE, Reporter

Mr. Wear Schoonover, son of E. G. Schoonover and brother of W. J. Schoonover, Frisco attorney, has returned from hospital where he underwent an operation on his knee. Mr. Wear was injured while in Hollywood, Calif., with the All-American Football Team making the picture "Maybe Its Love."

Mr. Ray Boyd, former agent Perryville



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SPECIAL 134

Rapid-Easy-Thorough

Junction is visiting in Pocahontas. Ray was displaced as agent at that point and is undecided just where he will locate.

Mr. J. W. Summers, former agent, Wittenburg, Mo., has been assigned as agent Pocahontas and began his duties here. He relieved Mr. E. A. Harbin, who was transferred to Brooks Junction, Mo.

Mr. R. E. Layman has been assigned as agent at Walnut Ridge.

**SUPERINTENDENT'S OFFICE
CHAFFEE, MO.**

ANNA GOLDEN, Reporter

Mr. E. W. Smith was called to Terre Haute, Indiana, last month account death in family.

Mrs. Bertha Parnell of St. Joseph, Illinois, has been visiting with her son, Mr. W. J. Ferguson, assistant engineer, for the past two weeks.

Mr. and Mrs. Genest A. Morgan and two children and several of their friends have returned from a fishing and camping trip on Castor River.

Mrs. M. E. Gisi and two daughters have been visiting in St. Louis for a few days.

Norman Matthews of Fort Scott, Kansas, has been visiting with his parents Mr. and Mrs. A. N. Matthews.

Miss Anne Guethle spent a day in St. Louis during the first part of the month, Miss Lorena Bollinger took care of the work in the B&B and roadmaster's office during her absence.

Miss Ethel Mae Robinson, daughter of engineer and Mrs. R. J. Robinson, has returned from Columbia, Missouri, where she was a summer student of Missouri University. She was accompanied home by Miss Helen Austine, who formerly taught in the Chaffee schools. Miss Austine also visited with Mrs. Ray Ballard during her stay in Chaffee.

Miss Ila Cook recently spent week-end with her mother, Mrs. A. W. Fay.

Mr. and Mrs. R. E. Stewart have had as their guest for a few days, Mr. Stewart's sister, Mrs. McDaniels, of Springfield, Missouri.

Harold Hopkins, our former call boy, recently spent a few days in St. Louis.

Mrs. E. W. Smith and little son, Gene, have returned from an extended visit in San Antonio, Texas, and other southern points.

Mrs. M. E. Gisi has had as her guest for a few days her mother, Mrs. Hoffman, of Ste. Genevieve, Mo.

C. G. Roland recently motored to Pocahontas, Arkansas, to spend week-end with Cleatus Price.

Miss Lorena Bollinger, of Oran, has been taking care of some of the work in the superintendent's office while Miss Elizabeth Grieshaber enjoyed a few days' vacation.

E. C. Heard of Chicago, Illinois, recently paid the office a short visit. Mr. Heard was formerly connected with the accounting department at Chaffee and is now working with the Interstate Commerce Commission.

CENTRAL DIVISION

FORT SMITH, ARK.

EARL E. DODD, Reporter

Miss Frances Worthan who was recently misplaced as second trick operator at Fort Smith yard office, has taken over the operator-agent position at Bonanza, Arkansas.

Mr. W. B. Walker, switchman, who was injured Sunday, August 2, is recovering rapidly and we hope to see Mr. Walker back on the job before very long.

Mr. H. J. Taylor, relief dispatcher, was relieved July 24 by Mr. H. F. Lee. We will miss Mr. Taylor but wish to extend

a welcome to Mr. Lee.

The office boy's job, superintendent's office, is getting to be very popular, have had seven different clerks on this position since July 31.

Mr. and Mrs. Earl E. Dodd announce the birth of a daughter August 8, to whom they have given the name of Deloris.

Account reduction in force we lose Mr. Ed. Crandall, trainmaster's stenographer at Fort Smith.

Mr. R. M. McGlasson, chief clerk, division freight and passenger agent's office, spent two weeks' vacation visiting various points in Oklahoma. Mr. McGlasson was accompanied by Mrs. McGlasson.

Mr. J. G. Weaver, and family, left August 15th for Oklahoma City where Mr. Weaver had been promoted to traffic manager. Mr. Weaver's friends at Fort Smith wish him success in his new position.

Mr. C. O. McCain, the new division freight and passenger agent at Fort Smith arrived and took charge on August 15th. We sincerely hope that Mr. McCain will like his new work at Fort Smith.

Mrs. Bryant of Winston-Salem, N. C. has been visiting her parents, Mr. and Mrs. S. T. Cantrell for several weeks. Mr. Bryant came to Fort Smith to accompany his family home.

Account of ill health Mr. N. K. Waters, transportation clerk, has taken an extended leave of absence. We all hope to see Mr. Waters back on the job soon and in good health.

Mrs. Chas. McCulley, wife of abstract clerk, local freight office, has taken a trip to Sulphur Springs, Texas, where she will visit relatives for a few days.

Mr. T. F. Scott, section laborer who was injured in Fort Smith yards a few days ago reports that his foot is some better. We hope Mr. Scott will soon be

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I. C. ROWE - - Sec.-Treas.

G. M. HANSON, Asst. Sec.-Tr.

E. J. STOCKING - Sales Mgr.

able to return to his job.

Mr. A. M. Leitzell, general agent, is back on the job after spending a few days attending the Lions Convention at Ontario, Canada. Mr. Leitzell reports that Canada is a dry country.

Mr. Paul Dodson has taken over the position as office boy effective August 17. Mr. Dodson expects his wife to join him soon. We hope Mr. and Mrs. Dodson will like Fort Smith.

**OFFICE OF GENERAL AGENT
OKMULGEE, OKLA.**

HELEN TRONE, Reporter

Account of position of cashier being abolished, E. K. Rikard and family have moved to Sapulpa, Mr. Rikard displacing

chief clerk cashier in freight office. Chief clerk, H. T. Wood, has been assigned duties of cashier at this station.

Account position of check clerk being abolished, George Hilsheimer exercised his seniority by displacing extra trucker, Walter Wilson.

About fifty employes at Okmulgee attended the Frisco employes' picnic at Sulphur, Oklahoma, August 2. Members of the Sulphur Chamber of Commerce met the special train, gave the employes identification tickets, furnished cars for sight-seeing and passes for the concessions. A good time was had by all. It is reported Joe Hodson wants a picnic every Sunday. E. K. Rikard was on the sick list August 3. Too much picnic.

Mr. and Mrs. R. N. Beene and family returned from a visit with Mrs. Beene's mother, Mrs. W. L. Miller, at Rogers, Ark.

Mrs. Lee Welch, wife of telegrapher-ticket cashier, has returned from Chicago, where she spent the last three months.

Regret failing to report that Fireman R. F. Lackey attended the Veterans' Reunion at Springfield, July 22-23.

Mrs. M. A. Roach spent the week end of August 8 in Oklahoma City.

Switchman R. H. Hughey is laying off account illness. He expects to leave soon for the St. Louis hospital.

Miss Margaret Hughey, who has been in Tuscon, Ariz., for several years, is expected home in September.

Yard Clerk Fred Drexell is on the sick list. He is being relieved by Felix Lane.

Fireman R. F. Lackey visited in Oklahoma City, August 7 and 8.

Mr. and Mrs. A. T. Ekstrom spent Sunday, August 9 in Tulsa with their son, Ed. Ekstrom.

Miss Gladys Brown, daughter of Roundhouse Foreman W. L. Brown, has returned from a visit with her sister, Mrs. W. P. Holden in Denison, Tex.

Mr. G. A. Brundidge, agent, will accompany the troop train from Tahlequah to Ft. Sill, August 15.

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TULSA, OKLA.

TEXAS LINES

LOCAL FREIGHT OFFICE
FT. WORTH, TEXAS

J. P. SPICER, Reporter

M. C. Wiggins has left the local office, his position of collector having been abolished. He wrote us once since his departure from his home at May, Texas. We all regret his leaving and hope that business will soon justify reinstatement of positions that have been discontinued during the depression. In the meantime we all wish him success in some other line of endeavor.

Tom Burt, bill clerk, has gone to work for the company in Brownwood. He was succeeded here by Mr. H. A. Compton from Sherman.

A. A. Lauterbach, car clerk, has just completed a new fence at his home. It is the only thing running around his house.

P. C. Reeves, station accountant, recently took a ride on the "thriller" at Lake Worth Casino. Says he paid a dime for the ride but that they would have to pay him plenty to get him to ride it again. We wondered where he got the "crick" in his neck until he gave us the above information.

Mr. D. O. Etter, chief clerk, has been scouting the hills and dales of Tarrant and adjoining counties for likely looking places for doves. The dove season opens up September 1, and he never fails to bag the limit on opening day. He reports that birds are plentiful this season.

Garnett Parrott, claim clerk, is back with us again, his position in the trainmaster's office having been discontinued. Welcome home, "Polly".

The cashier's son, Warren Moorman, spent two weeks recently at the boy scout's camp in Palo Pinto County where he took an intensive course in pioneering.

The underpass at Jennings and Rio Grande is rapidly being completed. Most of the concrete has been poured and a contract has been let for the paving. The contractors advise that they expect to have it open for traffic on October 1st. After this project is completed it is possible that our freight station may be moved

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We Outfit the Entire Family*

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TULSA, OKLA.

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W. E. OGSTON, President and Treasurer

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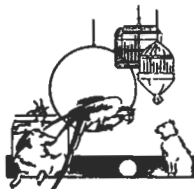
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back about twenty feet north to widen the street on our side of Rio Grande ave.

Ye correspondent took a week-end trip to Tulsa last Saturday where he visited Carl Hunt, traffic manager for the Oil Well Supply Company. As usual, Carl proved to be a genial host and showed the writer a wonderful time. He says he recently put out advice to ship "via Frisco Lines" wherever possible which is the best news this reporter has heard in a long time.

VP&GS OFFICE—FORT WORTH

MARY BESS SMITH, Reporter

Mr. George A. Bradley, dispatcher from Memphis, is now located in the dispatchers' office of Ft. Worth. We hope Mr. and Mrs. Bradley are going to like Texas.

We've been enjoying marvelous weather for the past week.

Mr. Doss of Mr. McCormack's office, Springfield, paid us a very short visit August 12th.

Mr. W. G. Cook, formerly assistant claim agent, Ft. Worth, has been transferred to Kansas City as claim agent at that point and is succeeded by Mr. W. S. Pollard, formerly of Kansas City.

Friends of Miss Alba Wemys-Smith will be interested to know she is to be married early in September to Mr. A. B. Sanders of Los Angeles. Understand the couple will make their home in Texas and we are looking forward to a visit from them in the near future.

Mrs. O. H. McCarty is enjoying a visit in cool California with her son and daughter-in-law, Mr. and Mrs. Walter A. McCarty of Los Angeles.

We want to join the many friends of Mr. and Mrs. Joe Tomlinson in wishing for them a long life of happiness. The wedding, which was solemnized Saturday evening, August 15th, was attended by many Frisco friends. Mr. Tomlinson is located in our auditor's office, Ft. Worth.

My! My! Here's Labor Day already and with it the end of summer. Haven't heard anybody's plans for the occasion, but, no doubt, there will be the usual crowd going down to Galveston for that last dip, and sniff of salt air; a bunch celebrating in El Paso, and other favorite points.

**STORES DEPARTMENT
 SHERMAN, TEXAS**

IVA SEWELL, Reporter

B. M. Hunt, bridge foreman, and family have returned from a weeks' vacation to points in Arkansas.

J. J. Bryan, electrician, and family have returned from a visit with relatives in Buffalo, Texas.

Cecil Riggs, messenger, visited in Wewoka, Oklahoma, and Oklahoma City, early part of this month. He must have enjoyed himself immensely, as he says he is going back to Wewoka soon. Don't know what the attraction was.

Several changes have taken place in the office of master mechanic in the last few days. The shop accountant and car clerk jobs were abolished. Lee McDuffie, who was shop accountant, displaced Cecil Riggs as mes-

senger. M. A. Perkins, who was car clerk, displaced Willis Nelson as time-keeper and Mr. Nelson displaced Clyde Ford as general foreman's clerk. Donald Anderson, who has been in Springfield for the past few months, returned to Sherman and displaced Hugh Baker as stenographer in the master mechanic's office. Donald worked here as stenographer before going to Springfield, so we are glad to have him come back.

Joe Bryan, electrician, has returned to work after having been off with rheumatism for about five weeks. J. M. Cunningham, who has been relieving him, has returned to his home in St. Louis.

J. J. Fortner, section stockman, is in St. Louis at present for an examination at the Frisco Hospital.

**TRAFFIC DEPARTMENT
 FT. WORTH, TEXAS**

CORYLYNE PLEDGE, Reporter

Mr. Steele informs us he has moved to Lake Worth for a month or so and says the fish are biting fine and so are the mosquitoes. He has some new experience to tell about every morning—the latest is that he got all ready to take a plunge off the dock the other afternoon and happened to glance down and there below were several large hungry-looking snakes smacking their chops, and from then on all swimming has been done at the Beach or at some in the good ole bawth tub.

Frank Hubert has once again sworn off cigarettes and is now smoking a pipe. Phew!

Mr. Mac has been worrying along with a rotten summer cold for quite a while but believe he has finally about conquered it.

We just dare California, or any other state, to try to compete with the marvelous weather we have been having lately. When you need blankets in August—well can anybody tie that?

Ye scribe's trip to Fond du lac, Wisconsin, Chicago and New York was a complete success from beginning to end, including the trip to the tower of the Empire State Building.

There seems to be an epidemic of marriage among the young men working in this building. The auditor's office had a spell that almost wiped out every single man in it (I'll bet I hear from the unmarried men up there). Then the Rock Island on the floor below and also the Burroughs Adding Machine Company below them, have all had a spell of the same kind. From the marriage licenses floating around anyone would think it was June.

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WESTERN DIVISION

**TRANSPORTATION DEPARTMENT
ENID, OKLA.**

CAMPBELL & HICKS, Reporters

There have been quite a number of changes in the telegraph department, J. P. Sheets has "bumped" Wm. McKenzie at Ark City, McKenzie bumping J. S. Avard at Eddy, and Avard to H. E. Vermillion at Ames.

Our sincere sympathy to Mable Cunningham, stenographer in the accounting department at Enid, in the loss of her mother. Mable has a host of friends who grieve with her.

R. Etchison, relief operator, took care of the work at Hobart while J. R. Duck was off on a little vacation. "Etch" has now returned to his home in Poteau, Okla. for a short vacation.

We were very sorry to hear that Walter Settles, yard clerk at Enid, has lost his father, and extend our sympathy to him and his family.

V. C. Hood, second trick leverman at Enid, has decided to take a vacation and left his job to be taken care of by W. A. West for a week or two.

K. B. Stapleton has exercised his seniority by bumping in at Ames. This is regular job held by L. B. Lindley, who is still away on account of illness. We understand Mr. Lindley is improving and hopes to be back at work before long.

C. A. Hurst relieved regular agent, C. O. Adsit, at Teriton, who will be gone a few weeks on a trip through the west.

For the month of July we handled a total of 308 cars of green fruit from Avard to Tulsa, against a total of 234 for July of last year and 199 cars for month of June. Very nice increase.

NORTHERN DIVISION

**OFFICE OF MASTER MECHANIC
KANSAS CITY, MO.**

LEOTA FRIEND and MARY DAILEY,
Reporters

Our boast at present is a "baby" earthquake experienced shortly after midnight of August 8. Those of us who did not actually feel the tremor and quakes are prone to make believe and add an earthquake to our list of experiences. We are fully convinced something did happen in the geographical order of things and that the earth which seemed to have been getting too far into the Torrid regions suddenly decided to reverse gears as the following day we felt we had been transported to the Arctic regions and have since enjoyed wonderful weather.

Friends of Miss Catherine Welsh have received announcement of her wedding in Los Angeles on June 30. Catherine was a popular steno in this office some two years ago and has our best wishes for a full measure of happiness, etc.

Mrs. R. E. Alexander, wife of engineer, daughter Margaret and son James, are spending the latter part of August visiting in Fort Huachuca, Arizona.

Mrs. F. M. Chaffin, accompanied by her mother Mrs. Katherine Chaney, expect to leave about September 1st for a visit with relatives in Chicago, Toledo and Columbus, Ohio.

We were greatly shocked to hear of the untimely death on July 26 of Mrs. Charles Radey, formerly Miss Helen Lynch and sister of our co-worker. Mrs. Radey had resided in Chicago since her marriage two years ago. Funeral services were conducted in Kansas City, Kansas, her former home, and attended by many Frisco friends.

Another death that cast much sorrow among the Frisco family was that of Mrs. F. E. Morgan, wife of assistant superintendent Terminals, Kansas City, which occurred August 5th. Mrs. Morgan was an active and popular worker in all Frisco activities and will be greatly missed. Our sincere sympathy is extended to Mr. Morgan.

Engineer J. Cummings informs us that the Missus is making plans for a trip to California in the near future.

In case the Medlocks at Neodesha are "listening in", want to tell them I enjoyed the breakfast altho spent the day in Joplin instead of Pierce City. Would that I had studied my train schedule as I did that menu!

The biggest fish stories we heard this summer came from Engineer C. G. Leckeny who spent the month of July at Orr, Minn., accompanied by Engineer F. Y. Bell and Mrs. Bell. We 'most believe they were not just stories as we know there are real fish in those Minnesota lakes and streams.

Another nice vacation is reported by Mr. and Mrs. Geo. Lackey and Mrs. Lackey's father, Mr. J. Forster, who journeyed via "Chrysler" to Havana, and other points in Illinois to visit relatives.

We pause to pay tribute to the memory of Mr. R. F. McGlothlan so long identified with the old KCC&S Railway and known as the "Poet Laureate" of the Frisco, as well as Mr. M. J. Barrett, former road foreman equipment, River division.

We noticed in last issue of the magazine that Anna Golden of superintendent's office, Chaffee, had been visiting in Kansas City. Did you lose our address and telephone number Anna? Try and do better next time.

Unless "drafted out of service" will see you next month.

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

MARK CASSIDY, Reporter

Folks say that no news are good news, but in this case, take it literally. There is no news to report.

Due to several positions being abolished in the local office, there have been many changes in personnel. The "Bumps" have been too numerous to mention, so I will not attempt to catalog them all here. Besides, everyone knows where the other fellow is working.

I suppose you all know that I should send in as many items for the magazine as I can, but as no one has gone anywhere, or done anything, no births, deaths, marriages, or what have you, I have nothing to write about. So, do me a favor, for the next magazine, and tell me all your joys and troubles. It will be appreciated.

Mrs. Fanchon Johnson, formerly of this office, and now known as Mrs. Thomas Hudson, and remembered by the most of

us, is visiting her parents in Kansas City. Georgia Rich comptometer operator on the bill desk, has been off the past week due to sickness. Glad to say, however, that she will be back Monday, August 17.

We will all miss our friends of the revising bureau, account of their being transferred to St. Louis. We hope that they will not forget the ones they left behind in Kansas City, or that they will not be forgotten. So we bid good-bye to Harry Bowers, John Ronne, Bakker and Anna Myers. Hope to see you soon.

**OFFICE OF SUPERINTENDENT
—NORTHERN DIVISION
FORT SCOTT, KANSAS**

MISS BLANCHE RICKNELL, Reporter

Mrs. Thelma Lynn has taken a sixty day leave of absence account sickness in the family.

Ed. Knox and family visited in Eureka Springs, recently. Miss Amy Knox of Berkley, California, spent a week in Fort Scott visiting her brother Ed. and friends.

H. M. Marshall, who has been in the train dispatcher's office for twelve years, has been transferred to a similar position at Springfield, Mo.

Conductor G. L. Nelson, and family, have moved to Pittsburg, Kansas, and are living at 208 West Eighth Street.

Jack Dalton and wife, have been entertaining Mrs. Dalton's sister and family. Mr. and Mrs. R. E. McKinstrey and daughter, Shirley May of Greenville, Miss., also Mrs. E. J. Ballentyne of Rockaway Beach and Mrs. John Lindensruth of Marshville, Mo.

Miss Laura Clark, stenographer, has gone to the St. Louis Hospital for treatment. A. Barten relieved F. C. Rustenback, agent Fredonia for a few days while Mr. Rustenback was in the St. Louis Hospital.

Account position of second trick ticket clerk having been abolished, Mr. C. L. Wright exercised his seniority rights by displacing P. H. Carson on position of freight cashier in the freight office at this point. Mr. F. H. Carson in turn bumped T. W. Manning on bill clerk position. Account position of yard clerk, Fort Scott abolished, Dorsie Smith exercised seniority rights by displacing Coll Meals on second trick porter job. Robert A. Stroud bumped W. D. Bell as helper at Pleasanton, Kansas. E. H. Pumphrey

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bumped on the helper position at Golden City. John H. Roberts bumped on the general clerk position at Webb City vice F. B. Casner. Casner went back to Carthage as night clerk. L. J. Timberlake has been assigned to the demurrage clerk's position in the Fort Scott freight office.

Claude Reeder, timekeeper is laying off account sickness. Virgil Briggs is working in Mr. Reeder's place, and Erle Schumaker working as 691 clerk in the trainmaster's office.

W. I. Kipp, dispatcher, spent his vacation in Falls City, Nebraska. John Whindzor and Alice Hopkins, children of Switchman John R. Hopkins, are visiting in Denver, Colo. Conductor L. L. Lefler and wife, have returned from a trip in Canada.

Operator C. L. Stroud relieved J. W. Wasson, agent Beaumont, a few days. W. R. Bell, agent South Greenfield laid off a few days, Operator W. R. Lollar relieving him.

Miss Fern Pasley, of Tulsa, Okla., formerly steno-clerk in the assistant superintendent's office at this point, was a recent visitor in Fort Scott. Jack Ryan, pensioned dispatcher, of St. Louis, was in the city recently.

A. P. Parks, and wife, have gone to Cleveland, Ohio, to attend the National Y. M. C. A. Convention.

Engineer A. J. Bicknell, and family of Pittsburg, Kansas, spent a week end visiting relatives in Fort Scott.

Frank McCann, wife and daughter Clara, visited relatives in Kansas City, over the week end.

Ticket Clerk D. A. Stevens and wife, and daughter Wilma Jean, attended the fiftieth wedding anniversary of Mrs. Stevens' parents, Mr. and Mrs. J. A. Filby of Pittsburg, Kansas, on Sunday, August 9th.

T. W. Manning and wife, have left for Joplin, Mo., where they expect to make their future home. Mr. Manning is exercising his seniority rights on a clerical position at that point.

OFFICE OF SUPERINTENDENT
TERMINALS
KANSAS CITY, MO.

TOM KEHOE, Reporter

Why Mrs. F. E. Morgan should be called away in the very prime of her life

seems unexplainable. She passed away at 7:40 P. M. on August 4. The fact that she was so loved and respected by her associates; that her sunny disposition and ready smile brought happiness to so many—must be a great satisfaction to her loved ones. Mrs. Morgan seemed never to meet a stranger, everyone was at once her friend. The warmth of her friendliness will be sadly missed by the Frisco families in their gatherings this winter. I know of no one of whom it can more truthfully be said, "everyone who knew her loved her, and everyone knew her." On behalf of the office of superintendent of terminals, may I extend deepest sympathy to her husband, and our co-worker, Mr. F. E. Morgan.

Mrs. J. W. Skaggs, and son, James, Jr. are avoiding much unpleasant hot weather by spending part of August in Rush City, Minn.

We want to welcome E. B. Harriman back in our midst in Kansas City, although we are sorry that his position as Traveling Engineer at Chaffee was abolished. Mr. Harriman is back running an engine in freight service out of Kansas City, making his first trip on 1st-131, July 17.

Mrs. L. W. Poncik, wife of chief yard clerk, spent the week-end of July 18th visiting relatives in Rock Island, where she reports having had a very pleasant trip.

Glen Ballenger, chief caller, dislocated his shoulder under rather unusual circumstances. It happened the evening of July 19th as he turned over in bed. This might be a warning to those superstitious ones who spend Friday the 13th in bed to avoid accidents.

Mr. R. D. Sheers, engineer, who has been working as hostler for sometime

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Main at Seventh Street

UNITED STATES DEPOSITORY

has returned to his former position, firing in freight service.

We wish we could all present such a concrete exhibition of "prosperity" as F. W. Rockhold, assistant yardmaster, who appeared on July 27 with a brand new Graham "Prosperity" coupe.

Mr. George Sleightholm, who has seen some 37 years of service on the Frisco, being employed since September 1894, will be retired September 6, 1931, as a switchman. He will be missed by his many friends and associates.

Mrs. D. T. Scanlon, wife of switchman, is visiting relatives in Nederland, Texas.

E. A. Lancaster, switchman, and wife, are spending a short vacation in Buffalo and Niagara Falls.

Mrs. Charles Weller, wife of hostler helper, passed away at 9:30 A. M., July 21. We wish to extend deepest sympathy to the family.

M. C. Malone, switch foreman, and family, returned July 21 from a three week's trip to the West Coast. He reports having a very pleasant trip.

D. A. Hartzler, telegrapher, and wife and son, are visiting in Colorado Springs, Colo.

E. Van Dyke, Jr., son of E. Van Dyke, engineer, was rambling along on the Highway near Nevada, Mo., Friday, August 7, when he swerved his car out to let another car pass, and hit a bridge. The accident proved quite serious and Mr. Van Dyke will probably be confined in the hospital at Nevada for some time. He has our best wishes for a speedy recovery.

Mr. W. G. McGuire, section foreman, recently purchased a Ford sedan. He informs us that this is in keeping with the economy spirit of the County; that the size of his family (8 altogether) made this necessary, as he feels that gasoline will prove cheaper than street car fare.

August 1 witnessed a general revision of the personnel of the Frisco, due to force reduction. So many changes were made that it would take the entire space allotted to this department to enumerate them. Suffice to say that we welcome all new comers and wish all of our former associates well in their new undertakings.

**TRAFFIC DEPARTMENT
KANSAS CITY, MO.**

W. A. YOUNG, Reporter

With general business conditions as they are, everyone seems to be exerting themselves a great deal more than was the case when the horizon was "rosy."

The depression existing at present is no exception to the ones that have preceded. There is comparatively little business that comes to us without effort. We must go after almost every car we handle and we must also remember that if we are not present, there are several other railroads that are sure to be on hand to influence the tonnage to their line.

Competition was never keener nor is there likely to be any change in this condition in the future, even though there be more tonnage available. Therefore it is gratifying to note that during the month of July we were able to show an increase of 337 cars in Kansas City proper over the total handled in June.

We are making a mighty effort to keep the pace and have high hopes that August will be even a better month.

No doubt, the management is proud of the manner in which the employes of this district have responded to the call.

It marks a loyalty not always found in a large organization.

I believe that everyone of us realizes that this is OUR fight. That it is OUR job which is threatened. We alone can assure our future employment. With this thought in mind, there is but one course to pursue, GET THE BUSINESS!

The way that the employes of our district have put their personal problems and pleasures aside in effort to cope with the situation is remarkable and no doubt has been noted with pride by our executives.

With the splendid co-operation that exists here, I cannot see failure in our effort to keep our banner flying.

WICHITA, KANS.

LOTA L. WILLIAMS, Reporter

Sympathy is extended to F. C. Curtis, former car clerk in the local office here, whose mother died recently at the age of 72 years.

Announcement has been made of the marriage of Miss Isabelle Johnson of Evanston Ill., to Phillip Warren Haas on July 16. Mr. Haas is the son of Mr. and Mrs. S. P. Haas and has many friends in Wichita.

Mr. and Mrs. T. J. Keating announce the birth of a son, Thomas Tremble, Jr., on August 4. Mr. Keating is agent at Wichita Heights.

There have been several changes in the solicitation force here. Friends of C. S. Underwood are glad to know of his promotion to a new office here, that of general agent in the traffic department. Mr. F. W. Archer is succeeding Mr. Underwood as traveling freight and passenger

agent and will be greatly missed in the office here. Mr. W. E. Turner, who has been in the traffic department in Kansas City, will be soliciting freight and passenger agent, succeeding Mr. Archer.

Ed Fryc, yard clerk, was bumped on the twelfth by Ray Reinbolt from Fredonia.

Mr. Elbert M. Steele was recently relieving Ross Elliott as switchman, Mr. Elliott working at Lyons for about 15 days.

Among those who can now reflect on the joys of summer vacations are Engineer Glenn E. Martin, who spent ten days in Los Angeles early in August; Jess Causey, fireman, Arso Allmond, fireman, and Walter Pitts, brakeman, who toured Arkansas; Ward H. Walker, switchman, and wife, also John H. Buck, switchman, and wife, who visited in the Pikes Peak a few days' trip near St. Joseph, Mo., region of Colorado; Ring Sweeney made a few days' trip near St. Joseph, Mo., while Mrs. Ralph Dinsmore, son Paul, and mother, Mrs. M. A. Endicott, spent about a month visiting relatives on the Pacific Coast.

A. P. Habberthier, delivery clerk, is contemplating a trip in the near future to his old home town of Sparta, Illinois, having left that city during the 80's. He has been in the service of the Frisco for twenty years.

The yardmaster, H. R. Grimes, is anticipating his vacation the latter part of September with keen interest, planning to see a number of places in the East, including Atlantic City, Washington, D. C. and New York City.

Much admired is the bed of portulaca at the local freight office, which makes a splash of vivid color early mornings.

MONETT ADVERTISERS

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FAIR PRICES
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Prescriptions Carefully Filled
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The best local paper in the Ozarks.
Boosting for its Community and for the Frisco.
Daily (by mail), \$4.00 per year.
Weekly, \$1.50 per year.
TIMES PUBLISHING CO.
MONETT, MO.

There is also a pleasing stretch of green grass, canna, shrubbery and a few trees, balm for weary eye. It is the work of Robert Goodwin, inspection man, and Ralph Dinsmore, cashier, who do the watering and grooming, and have made a showing of which they may well be proud.

**TRANSPORTATION DEPARTMENT
NEODESHA, KANS.**

MISS GLADYS ROTH, Reporter

Here we are again this month, missed last month account due to so many changes and being so torn up, just did not get any items written.

We surely do miss having the assistant superintendent's office at this point and sorry to see the change, but hope it is all for the best, and what is our loss is Joplin's gain.

Clyde L. Pender and family, of Springfield spent a few hours recently here visiting old friends and attending to business matters.

Yardmaster C. S. Havens, wife and daughter, Barbara, attended home coming week at Leroy during the second week in August, also visited Mr. Havens' relatives.

Mrs. J. A. Miller, Jr., wife of operator, spent the past 30 days visiting her sister in Detroit and also took a trip to Niagara Falls, and other points of interest while there.

Carl Cowen, account being displaced, exercised his seniority on second trick yard clerk position, displacing Ted Callow, who, in turn, displaced Col. Meals on the position of janitor.

Sorry to lose "Hank" Lockard and wife, who have gone to Lamar account Hank having been bumped here.

Extra Operator H. E. Vermillion worked here on the third trick during the first week in August, relieving R. M. Batterton, who was at Fort Scott, protecting the relief dispatching.

Mrs. Walter Medlock spent a few days in Kansas City, visiting her son and helping him to celebrate his 21st birthday.

Ted Callow, wife and sons spent the week-end of August 8 in Fort Scott, visiting Mr. Callow's parents.

Carl Cowen and wife had as their guests Sunday, August 16, Mrs. Cowen's mother and father, from Pittsburg, also Mrs. Cowen's sister, Mrs. Coll Meals and husband.

Agent O. C. Miller, and wife, visited Mr. Leon Huff and wife at Independence August 16. Mr. Huff, who was formerly file clerk at Fort Scott, is now working for the Prairie Oil & Gas Company at Independence and we understand Mr. Huff is now a proud father.

Cecil Harris, wife and daughter spent the week-end of August 15 with his parents here. Cecil is frog repairer on this division and lives at Cherryvale.

J. Allen Watson, wife and two sons, of Wichita, have been spending a few weeks at the home of Mr. Watson's parents. Special Officer J. H. Watson and wife of Cherryvale.

**MAINTENANCE OF WAY DEPT.
FORT SCOTT, KANS.**

BERNICE HEINBACH, Reporter

Section Foreman E. E. Perkins and wife, of Lenexa, were called to Concordia, Kans., account of death.

Abner Hamm is relieving C. W. Reed-er on Section C-20 at Fort Scott.

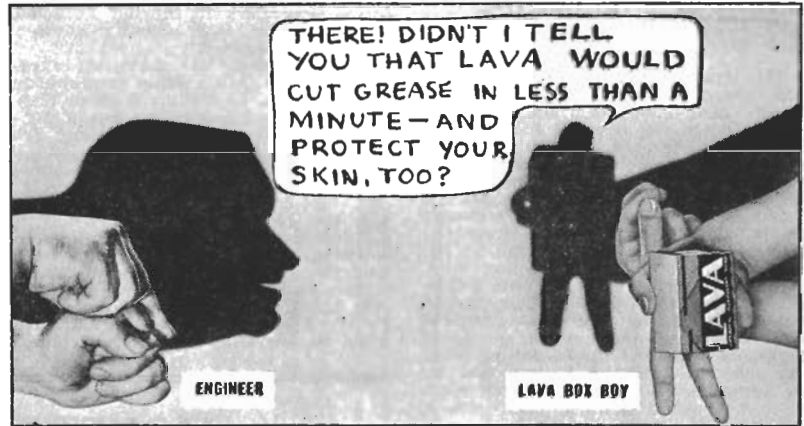
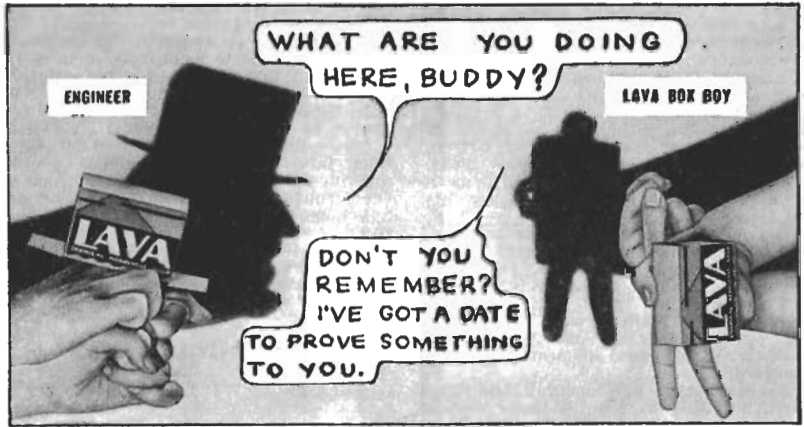
H. W. Smith, formerly of the division engineer's office, is now working as frog repairer helper on the Northern division.

The first of the month W. H. DeGraff was appointed mine inspector, with headquarters at Joplin, Mo.

Section B-2 and B-3 on the Ash Grove Subdivision were abolished August 10, and one foreman now covers the entire Aurora Branch.

Wm. Baldwin, section foreman on the

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Aurora Branch, because of his section being abolished, exercised his rights by bumping on Section C-2 at Ash Grove, Missouri.

Roadmaster Cooper laid one mile of 110-lb. rail on the Ash Grove Sub. during the month of August.

SOUTHERN DIVISION

BIRMINGHAM TERMINALS

NELLIE MCGOWEN, Reporter

Misses Ernestine and Elfreda Thompson, daughters of assistant to superintendent terminals, have returned from a very pleasant vacation spent at Mentone, Ala., a very popular summer resort on Lookout Mountain.

C. J. Thompson, assistant to superintendent terminals, and Mrs. Thompson, were visitors to Chattanooga, Tenn., over the week-end recently.

J. C. Bates and J. M. Bates, clerks in Birmingham Terminals, have returned from a visit to their parents in Tennessee.

Mrs. A. L. Burleson, wife of B&B carpenter, is in Sheffield, Ala., where she was called on account of serious illness of her sister.

C. E. Woodall, switchman, was called to Andalusia, Ala., recently account of the death of his sister. Sympathy is extended to Mr. Woodall.

J. A. Whitten, chief clerk, and Mrs. Whitten, recently had as their visitor Mrs. Whitten's sister and her husband from Newark, N. J.

W. A. McGlothlin, yardmaster, and family, spent their vacation with relatives in St. Louis and other Missouri points.

W. E. Burrus, yardmaster, and family, have returned from a two weeks' vacation with Mr. Burrus' mother and sisters in St. Louis. They also visited in Toledo, Ohio, and Fort Wayne, Ind., while away.

C. H. Vaughn, demurrage clerk, is spending some time in Florida fishing. Guess he will come back with plenty of "fish stories."

Mrs. M. H. Ford, wife of chief yard clerk, is visiting her mother in Montgomery. Mrs. Ford will also visit in Pensacola, Fla., before returning home.

Miss Francis Guyton of Amory was a recent guest of Mr. and Mrs. E. A. Teel.

J. M. Mahaley, yardmaster, and wife, are visiting in New York City and other eastern cities.

Mrs. J. L. Shoaf and son, Jack, wife and son of switchman, are visiting relatives in Philadelphia, Pa.

George Martin, engine foreman, and wife, left today for a short visit with Mr. Martin's daughter in New Orleans, La.

**LOCAL FREIGHT OFFICE
MEMPHIS, TENN.**

VIRGINIA GRIFFIN, Reporter

John A. Ladd, open item clerk, Mrs. Ladd and their grandson, John Edward Ives, spent week of July 19 in Chicago.

H. A. Markham, clerk, and wife, spent several days the latter part of July in Montreal and Toronto; bringing back all kinds of "bottle tops."

T. R. Birkner, B. S. Linville, John A. Ladd and Virginia Griffin have been on the sick list since last report.

D. E. Creeden, disposition clerk, was called home afternoon of July 23 account illness of his cousin, Miss Nellie Murray; returning to work on the 28th. It was necessary to take her to the hospital on the 26th and where she remained until August 9. Glad to report she is now able to be up and enjoy an auto ride.

Mr. and Mrs. Clarence Maupin of Magnolia, Ala., are rejoicing over the arrival of Thomas Clarence on July 23. Maupin was formerly bill clerk in this office.

Mrs. B. C. Scruggs, wife of expense clerk, spent July 25 in Cairo, Illinois, on business.

Mrs. A. E. Elliott and son, A. E., Jr., family of platform foreman, spent week of July 26 in Itasca, Illinois, visiting relatives. They also spent a few days in Chicago and Milwaukee.

J. F. Wright, rate clerk, drove to Forest City, Ark., July 26 for a short visit.

Leon Rohrbaugh was called to St. Louis July 28 and 29 on business.

Mrs. B. S. Linville and daughter Lucile, family of night chief clerk, left July 31 to spend a couple of months at San Diego, Calif.

Maxine, Earline and Arline Wright of Hoxie, Ark., daughters of J. F. Wright, spent a few days with him here recently. Mr. Wright drove to Hoxie on August 2 to accompany them home.

E. P. Barnacastle, representative of the Western Weighing and Inspection Bureau, is now located on our platform, displacing Mr. Howard on August 1.

L. W. Tankersley, OS&D clerk, was unable to report for work August 4, 5, 6, 7 and 8 account the serious illness of his son Jasper; Lem H. Davis, extra clerk, doing his work while away. Glad to report that Jasper is some better.

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The abolishing of the revising bureau on August 15, and with the recent reductions in our force will leave this office somewhat vacant. We will miss these folks lots. Hope they will like their new work in St. Louis and Springfield, and that they will come back to see us.

JONESBORO TICKET OFFICE

W. A. SANDERS, Reporter

H. C. Coke, car foreman, Jonesboro, visited relatives in West Plains and Viola, Ark., July 20-24. He reports having a real good time in the hills. O. A. Combs, car inspector, Memphis, relieved H. C. Coke at Jonesboro while Coke was on vacation.
G. R. Hudson, car inspector, is now

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working on rip track in absence of F. W. Briggs, car inspector.

J. L. Meador and C. R. Bullion, engine inspectors, Yale, visited in Jonesboro August 2 on business.

Giles Walker, icing inspector, Springfield, has been working out of Jonesboro and Blytheville recently in the interest of the Peach and Melon movement.

R. L. Stephens, punper, Cordova, Ala., visited kin folks in Jonesboro, August 5.

R. S. Harrison, second trick yard clerk, has bumped in at Thayer, Mo., on yard desk, account second trick yard clerk, Jonesboro, position abolished.

Percy Scott, cashier, bumped by George Elmo from Mammoth Spring account cashier position abolished at Mammoth Spring.

T. E. Trusty, coach cleaner, spent his vacation visiting home folks in the vicinity of Walnut Rldge and Sharum.

W. T. Durham, extra telegrapher, worked third Jonesboro July 18 in the absence of W. A. Sanders, telegrapher.

W. H. Millinder, engine foreman, Jonesboro, has been laying off recently enjoying a rest.

Charles H. Roher and Joe Miles, CRIP traveling freight and passenger agents, paid this office a visit recently.

Mrs. R. S. Baily, wife of Switchman Ralph Baily has recovered from a recent attack of sickness.

Mrs. W. G. Cook, wife of Claim Agent Cook, Kansas City, visited relatives in Jonesboro early part of August.

phis, the guests of relatives.

Mr. L. L. Bangert of Springfield, spent one day here recently.

Mr. and Mrs. A. G. Anderson, of Atmore, Ala., are receiving congratulations on the birth of a daughter, Nancy Mae, August 6.

Miss Idalea Chum returned to Memphis July 31. She made many friends while assigned to position in local agent's office, who were sorry to see her leave.

Harry Martin of Memphis is now working in the yard office here.

Miss Violet Goldsmith, of Amory, Miss., spent the first week in August here on vacation.

**OFFICE OF DIVISION
ACCOUNTANT
MEMPHIS, TENN.**

COOK and STEPHENS, Reporters

Well, folks, this will be the last report from the office of Division Accountant, Memphis. From here out, please call for us in Springfield. Some are glad we are moving, others not so overjoyed, never-the-less—go we must.

Miss Julia Gossett and Ila Cook, Ranney McDonough, A. E. Biggers and E. G. Sperry go to Springfield; C. E. Reed to St. Louis; F. C. Hughett will have headquarters in Memphis.

We are sorry to say that Ralph Ste-

phens was too young in service to hold a position, so he is returning to Chaffee for the time being.

Miss Mabel Cunningham will report for work in Birmingham on August 17.

Paul Schmitz will remain in Memphis. Paul was laid off the last five days in July, so he and Mrs. Schmitz had a short vacation in Fort Smith.

Our sympathy is extended to Miss Mabel Cunningham because of the sudden death of her mother on August 1.

Miss Ila Cook entertained with a bunco party on August 12, at the home of Miss Mary Frances Lowry. The guest of honor was Miss Dimple Fowler of St. Louis, Mo. A number of delightful outings have been arranged for the entertainment of Miss Fowler, who is spending her vacation with her mother and father, Mr. and Mrs. Homer Fowler on South Parkway East.

**ENGINEERING, BRIDGE & BUILDING,
WATER SERVICE DEPTS.
MEMPHIS, TENN.**

CREATIE C. SICKLES, Reporter

Mrs. C. M. Scott and Betty Francis have just returned from a two weeks'

PENSACOLA, FLORIDA

GERTRUDE BAZZELL, Reporter

Dorothy Mae, William and Wallace Crow, daughter and sons of general agent and Mrs. W. H. Crow, have returned home after spending some time in Mem-

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FT. WORTH, TEX.
DALLAS, TEX.

visit in New York City at the home of Miss Betty Gray. They report a very thrilling trip.

H. E. Bailey of Oklahoma City was a recent visitor in this office.

Contractor R. J. Reid is getting along very nicely on constructing of piers in the vicinity of West Plains. This work is under the direct supervision of Mr. Roy Powell of their Memphis office and Engineer Bruton is working up the details.

H. B. Barry, assistant chief engineer from the St. Louis office, spent a few days in Memphis this past week.

J. H. Brooking of Kansas City was in the office August 15th. Mr. Brooking is connected with the List Construction Company and is looking over some work in the vicinity of Helena.

Mrs. J. H. Cunningham has been visiting her parents, Mr. and Mrs. Sickles at Willow Springs.

Recently a former employe of this company, R. L. Lathey, secured a good

shipment over the Frisco. We just wish there were many more like Mr. Lathey.

During the week of July 28th, two 88 foot girders were placed at bridge 729.6.

When the Memphis Police Department inaugurated the police radio system Bill Marsh, Jr., was placed on as the radio operator. Bill is the son of Dispatcher Marsh at Memphis.

The engineering office has been moved to the office space recently left vacant when the accounting department was moved to Springfield. While things seem very strange to us right now, shortly we shall become accustomed to the new surroundings and take out the usual homesteaders' rights.

Recently B&B Foreman W. A. Chastain was in the office and left a large basket of the famous Koshkonong peaches. Needless to say, we hope Mr. Chastain calls at the office again

very soon with some more peaches.

Mrs. W. H. Pryor and daughter, Lawanda Rose, have been visiting Mrs. Pryor's parents in Silkeston, Mo.

Mrs. Garrett Honey and children have been visiting relatives in Northview and Stoutland, Mo.

Night Pumper R. L. Stephens of Cordova was off duty a few days, first part of August, and was relieved by extra Pumper Walter Dixon.

Pumper D. S. Sykes of Hybart, Ala.,

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has been in the hospital at St. Louis, but we are glad to learn that he is now able to return to work.

Foreman R. E. Gaines, at Birmingham, has completed painting the new girder recently installed on the Bessemer Branch, near Pratt City.

Mr. Stanley Horak, one of our bridge foremen, is reported being in the Springfield hospital. We sincerely hope it is nothing serious and he will be back on the job shortly.

Bridge Foreman E. P. Marthaler is doing some bridge repair work in the vicinity of Marked Tree.

Foreman D. W. Hughes has been doing some repair work on bridges near New Albany.

Foreman W. A. Digman is doing some repair work on bridges around Hybart.

Foreman J. M. Harrell has just finished painting the passenger stations at Gilmore, Ark., and Mansfield, Mo.,

making quite a difference in their appearance.

**SUPERINTENDENT'S OFFICE
SOUTHERN DIVISION**

BERTHA HARRIS, Reporter

On return to the office after a month's absence find a lot of changes—account reduction of force, Harry Martin has gone to Pensacola, Grace Blaylock to Yale, Johnny Evans, B&B clerk, also has gone to Yale account his position abolished.

We are all sorry to lose Mr. Sperry's force on August 15th, all members of the accounting department moving to Springfield. However, we hope to see them often, as a great many of them are Memphians and will no doubt visit here as often as circumstances will permit.

Mrs. R. E. Fleming and daughter, Mary Virginia, spent a week visiting relatives in Metropolis, Ill. Mr. Fleming spent Saturday and Sunday there and returned with them to Memphis.

F. J. Walsh, wife and little daughter, Frances Lee, visited relatives in Springfield recently, Frances Lee remaining for a two weeks' visit, after Mr. & Mrs. Walsh's return.

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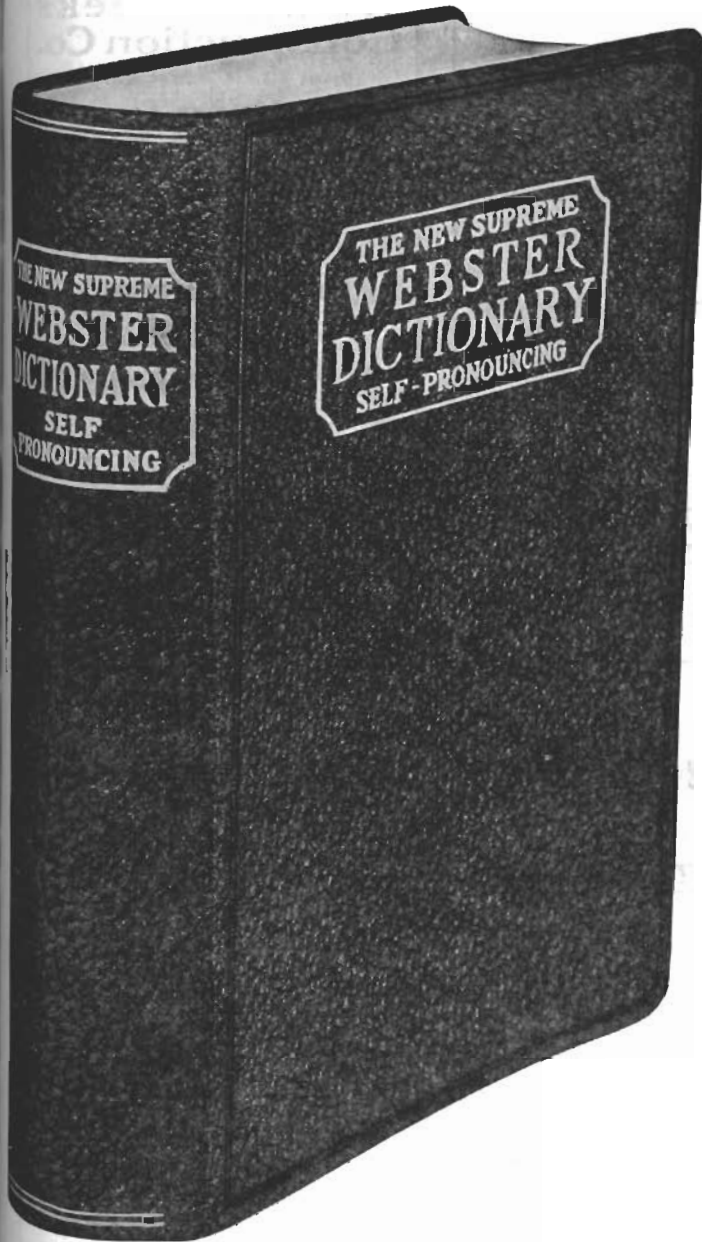
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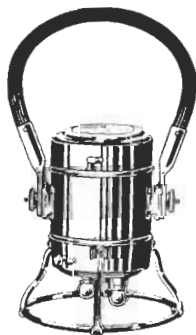
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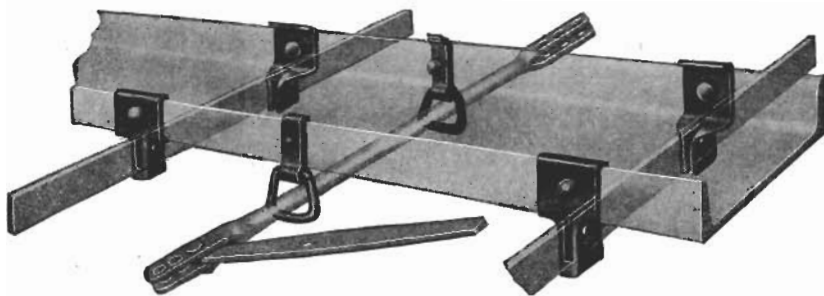
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FAST freights speeding through wind and rain. A few carlin or purlin bolts missing means damaged lading, damage claims, "bad order" cars.

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The New **BUNN SPECIAL** *ELINVAR*

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- BUNN SPECIAL, *ELINVAR*, 21 jewels, 10k natural gold-filled case \$60
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Is your watch as modern as your train equipment? Are you trying to handle the shorter schedules, increased train movements, heavier operating responsibilities of today with the watch of yesterday?

Good as your watch has proved to be, the new ILLINOIS BUNN SPECIAL *ELINVAR* supplies the additional safety factor of super-accurate, super-dependable timekeeping needed in 1931 railroading.

Because the two greatest enemies of accurate timekeeping—rust and magnetism—have no appreciable effect upon this new railroad watch.

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Now—here is a railroad watch—the new ILLINOIS BUNN SPECIAL *ELINVAR* watch that is undisturbed by magnetism; the reaction caused by temperature changes is eliminated and hairsprings will not rust.

ELINVAR—the wonderful new rustless metallic alloy—is now used in the manufacture of hairsprings for BUNN SPECIAL *ELINVAR* watches. This new construction, in addition to resisting magnetism and eliminating rust, insures the equal rating of a watch at any temperature.

The introduction of *ELINVAR* is the greatest improvement in watchmaking in 300 years. It begins a new era in timing.

Modernize your timing equipment. Have your jeweler show you the new ILLINOIS BUNN SPECIAL *ELINVAR* Watch and tell you how easy it is to own one. Learn all about *ELINVAR* by writing us for booklet explaining all of the many advantages of this new railroad watch.

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