

# *THE FRISCO EMPLOYEES' MAGAZINE*

Vol. XII

NOVEMBER, 1934

No. 11



*Will Rogers, using Frisco No. 9 to Chelsea, Oklahoma, on October 12,  
is extended best wishes for a pleasant trip by R. L. Cole,  
depot passenger agent, and Martha Moore,  
editor, Frisco Magazine*

(See Page 3)

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# The FRISCO EMPLOYEES' MAGAZINE

ROOM 835 FRISCO BUILDING :: ST. LOUIS

JOHN W. NOURSE, *General Passenger Agent*  
In Charge

MARTHA C. MOORE, *Editor*

Vol. XII

NOVEMBER, 1934

No. 11

## Railroads Affect Millions

What do the railroads mean to the American people? The Sevierville (Tenn.) Vindicator raises this question in a current editorial. It continues:

"The financial condition of the lines affects the financial status of about 50 per cent of the population, who either own railroad securities themselves or own them indirectly through insurance, banking, educational, and similar institutions, which are heavy investors in railroad stocks and bonds.

"The railroads give employment to about 1,000,000 people, whose jobs are imperiled when the lines operate at a loss. Millions of other workers, in mines, factories, and all types of industry are dependent on railroad purchases for their livelihood. In normal times, railroads are the greatest single purchaser of supplies in the nation.

"Government itself—local, county, state, and national—is dependent on the lines for much of its tax revenue. Railroad money paves roads, builds public buildings, carries on all kinds of government activities, and educates thousands of our children.

"Every person benefits when railroads prosper—every person feels the ill effects when they are depressed. It is an excellent sign that thousands of industrialists, representing all lines of business, are behind the movement to give the rails a fair deal."

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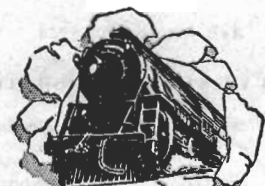
## THE FRISCO EMPLOYEES' MAGAZINE

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

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

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

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# The Public's Favorite Movie Actor Rides Frisco Meteor

By M. C. MOORE

THE big Union Station at St. Louis teemed with life on the morning of Friday, October 5. Special trains brought in thousands of ball fans from states surrounding St. Louis. Approximately 300 of them came all the way from Oklahoma City via Frisco Lines to witness the games over the week-end, and all visitors that day smiled in anticipation. The score for the series was even, one game for the Cards and one for the Tigers.

It seemed hours before the station was cleared of its visitors. But they finally scattered to all parts of the city. Many of them went to the ball park immediately upon arrival; many to hotels and many to the homes of friends.

And then came the tense afternoon. Thousands and thousands of persons cheering the players; radios broadcast the game, play by play, and at the close of the afternoon the Cardinals had won their second game of the series.

St. Louis ball fans heaved a sigh of relief and the Detroit rooters hoped for better luck the next day. Most of them stayed, of course, for the games on Saturday and Sunday, but there were always some who had to journey on, and one of them was the much beloved Will Rogers. Advice came that he had reserved space on Frisco No. 9 to Chelsea.

It had been some time since he had used Frisco service and so arrangements were made to secure his picture and a short interview for the Frisco Magazine.

Accordingly at 5:30 p. m. the photographer stood with me at No. 9's gate at the Union Station. My eyes roved from the taxi stand to the many entrances to the station which I could see, anticipating his appearance. I made the rounds of the news stands, the drug store, etc., about every 10 minutes.

"Will Rogers is a little shy about posing for photographs," said the photographer, which, of course, was encouraging news. In fact it made me so uncomfortable that I took another walk up to the drug store in the station.

It was 6:20 p. m. and he had arrived. It was easy to tell that, although I couldn't even see him for the crowd grouped around him. As

I approached the group, there were emitted peals of laughter.

Will Rogers started toward the news stand and I walked up to him.

"I'm Miss Moore, Mr. Rogers," I said. "I came down to greet you and to see that you were properly escorted to your train."

He shook hands with me and to the amusement of the crowd said: "No lady has ever put me on a train yet." I told him there always had to be a first time. I also told him that I understood he had about deserted train service for airplanes.

"That's wrong. I was on a train for nine days going across Siberia. Anybody that rides on a train nine days must like it all right, don't you think?"

"How did you like the ball game?" someone asked.

"Well, sir," replied Will Rogers, "it was just great. I saw the game in Detroit yesterday and this one today. That Schoolboy Rowe is a great kid. You St. Louis fans had better be careful. The Tigers may slip up on you for they've got a crackerjack team. It's too bad there aren't more in baseball like this boy Rowe. The only trouble with the Rowe family is that they didn't breed enough boys. Look at the Deans!"

"And that makes me think. After the game I walked up to Mr. Dean, father of the boys, and shook his hand and told him that I thought he had two fine boys. I was proud of them. He looked at me and said, 'Who are you?' I told him I was Will Rogers. Then he said 'Well, now, you're the guy they tell me I look like'."

The crowd around Will Rogers screamed with laughter.

He picked up a copy of TODAY and held the cover up. The feature article, captioned on the cover was "Huey Long Dictator of the Delta".

"Look at that, boys!" he said as he held it up and then bought a copy. Everybody laughed again. He was just home folks. Nothing put on about his attitude. Nothing showy, nothing insincere.

I glanced at the clock. It was twenty-five until 7. "Suppose we walk on to the train," I said, fearing to mention that I would like to take his picture. And so we started across the waiting room.

## Will Rogers Sees Two Series Games Before Leaving for California

When the crowd realized that he was leaving, about thirty of their number rushed up to get an autograph. Will Rogers complied most graciously. No request was turned down.

As we approached the train and the car in which he had a stateroom, I spied the photographer.

"We're going to take your picture," I said.

"Sure, that's fine," he said, and I relaxed considerably.

He stood at the steps of the Pullman, R. L. Cole, depot passenger agent, on one side and myself on the other. The photographer made three attempts to take the picture, but there was some difficulty with the flashlight apparatus. And did I get worried? Here he was all ready for the picture and the camera or something out of order! But Will Rogers, in his easy way said, "Give the boy time. He's OK. So far there are three errors and no score." More witty remarks followed which relieved the tension until finally the picture was made.

Then we boarded the train and went into the new air-cooled lounge car, the new Oklahoma City. Will Rogers was unstinting in his praise, and said he had seen nothing finer. I told him it had been built in our shops and that there was another just like it on Frisco No. 10. We went on up into the diner, where he sat down to order his dinner.

"I'm going to visit my sister in Chelsea," he said. "I don't get to see her often. From there I'll meet Mrs. Rogers and go to Dallas, and then on to California. It's been fine to have been able to see the two games of the series."

He commented most favorably on the air-cooled diner.

"I used to know the Frisco a long time ago. It's a fine railroad. I'm going to hurry through dinner so I can enjoy that lounge car. . . . Even at that though, I'll be glad to get home again."

We talked for a moment of the vari-

(Now turn to Page 15, please)

# Transport Prophecies of the Past

**C**RISES are nothing new in the history of American railroads. Since their early days there has recurred basically the same problem of meeting rising costs of operation, higher wages, heavier taxes, with revenues derived from declining rates. In times past the answer has been found in increasing volume, as the United States and its business grew. In this present time, that answer seems to be denied the railroads, under a governmental policy of encouragement to all those forms of competing transportation which, by reason of public subsidy, are enabled to divert business from the railroads.

Upon a basis of volume business, American railroads provide the best and cheapest land transport in the world, all elements and costs considered. During the century in which this miracle of transportation has transformed a wilderness continent into a nation, there was hardly a time when there have not been those who felt that railroads had about reached their final perfection, and those others already engaged in preaching funeral sermons in anticipation of the coming demise of the rail system as a whole, or of some supposedly vital part, such as the steam locomotive.

Of course no particular form of locomotive or car is vital to the railroads. There were railways when the only motive power known was the muscle of men or animals, or the pressure of the moving winds. In a fundamental way these primitive railroads accomplished the same result as the most modern roadbed in that they made it possible to move goods with less power than would have been required on the common roads of that day.

The essential thing, then and now, is the road of rails. When rails were adopted there was no other way to make a smooth road. Other surfaces have been developed but the road of rails remains unique in its power to guide the wheels of long trains of burden-bearing vehicles pulled, with the minimum expenditure of energy, by a unit of motive power. The rail-guided train is the essential of railroading which, in spite of present efforts to handle truck-trailer trains on the public highways, can truly be duplicated nowhere but on the road of rails.

This fundamental fact, which seems to be pretty generally overlooked by

those prophets of transportation who foresee the disappearance of the road of rails from the American scene, means that regardless of changes which may come in motive power or in cars, the burdens of this continent will be borne in major part along parallel rails of steel.

Granting that the road of rails will remain, the experience of the past hundred years has shown that he who ventures upon confident prophecy, whether of achievement or failure, is indeed rash. The one prophecy which may be made safely is that there will be change.

In 1838 Mr. Matthias Baldwin announced that his first-class engine,

## EDITOR'S NOTE

*The article appearing on this page entitled "Transport Prophecies of the Past" was written and presented before the American Railway Magazine Editors Association's Convention in Cleveland, October 2, by R. S. Henry, and was the high spot on the program.*

*The article is quoted in the Frisco Magazine through the courtesy of Mr. Henry, and will be of great interest to all rail employees.*

*Mr. Henry is the author of the book "Trains" recently published by the Bobbs-Merrill Company, publishers, of Indianapolis. This book is one of the most interesting ever published. He is a recognized historian, and also the author of "The Story of the Confederacy".*

*His title is Regional Research Director, Association of Railway Executives, at Nashville, Tenn., and appreciation is hereby acknowledged to him for permission to publish the address.*

which had cylinders 12½ x 16 inches, and which weighed 26,000 pounds, was as heavy as would be called for, and as large as he intended to build. Mr. Baldwin certainly could not be accused of lack of vision or lack of imagination. In the 7 years before he decided that the American locomotive had reached its full growth he had pioneered in many fields of design and construction. Just 4 years before he had built a 17,000 pound locomotive which hauled 19 loaded "burden cars" on the Main Line of Public Works of the State of Pennsylvania with such success that the Legislature decided to give up horse power and adopt steam. He had perfected a type of joint for steam pipes which enabled him to carry 120 pounds of pressure at a time when the famed

By Robert S. Henry

builders of England were still making locomotives with joints of canvas and red lead, permitting a steam pressure of not more than 60 pounds. He had already begun experimenting with a coal burning engine, and with chilled wheels, to replace the wrought iron wheels which, in turn, had replaced the original combination of wood and iron wheels.

Mr. Baldwin, as I say, was in no wise lacking in insight or imagination and yet in 1838 it appeared to him that the United States would never need a locomotive larger than his 26,000 pound model. The history of the Baldwin Locomotive Works shows to what extent Mr. Baldwin changed his mind. The history of America shows how much the big engine, with its concentration of great power under the hands of one man at the head of one long train, has meant in mass transportation, with its reduction of the actual cost of moving people and things quickly and surely through the great spaces of this continent.

Yet there was never a time in that history when there were not those who felt that the railroad had achieved its utmost, that in today's language of sports it was "through".

Fifty years ago, in 1883, a National Exposition of Railway Appliances was held at Chicago in the Interstate Exposition Buildings fronting on Lake Michigan, with an area of 11 acres. Note two items in the contemporary description of the Exposition—"A huge locomotive made for the steep grade work on the Southern Pacific was the object of general admiration. The engine weighs 60 tons, is 60 feet long, and has two sets of cylinders and steam-chests." A rival in this general admiration was "the cars of the electric railway, the baby-rival of steam, and perhaps destined to supplant it in the future", which ran around the main gallery every day and hour.

Magazine editors will be impressed by the fact that E. H. Talbott, Editor of the Railway Age, was presented with a twenty thousand dollar private car for his part in the success of the Exposition. In order that their envy may be complete, let them hear what



sort of a car was given to railway editors 50 years ago:

"His car is simply designed to exhibit a model railway coach. It is a perfect beauty from wheels to deck-lights. The parlor is finished in solid mahogany. The larger pieces of the silver service are engraved with representations of old historical locomotives and cars. In a mahogany case are working models of the Westinghouse brakes, so arranged as to show every movement of the engineer in handling them, and being, in addition, actually connected with the brakes of the whole train, so that an occupant of the car can stop at pleasure. There are also an observation room, bedrooms, kitchen and pantry. The chief rooms are finished with the richest woods, native and foreign, in their natural colors, and furnished with mirrors, carpets and upholstery in keeping with the other feature of the carriage."

Mr. Talbot's car cost just as much as "the elegant private car of President Vanderbilt", in which "he often travels a hundred miles in a hundred minutes; the mere conception of such speed almost takes away one's breath", but President Vanderbilt's car was equipped with the novelty of electric call bells.

"Traveling at the present time is a very luxurious thing," wrote Lieutenant Bradley A. Fiske, afterward Rear Admiral of the United States Navy. "But what will it be when we can sit at an open window and glide along at the rate of sixty miles an hour without fear of smoke or cinders; when electric bells are at hand leading to the inaccessible retreats where porters now secrete themselves safe from discovery; when we can start from our homes to take a car for Boston, as we now start to take an elevated train, knowing that if we miss one car, another will soon be at hand; when electric incandescent lamps, which cannot, in case of accident, scatter burning oil in all directions, shall fill the car with a mild and steady light; when dispatches can be received on board a train in motion as well as at an office; when the cars shall be heated and meals prepared by electric stoves, which cannot, in case of accident, set fire to the car—all the electricity needed for these and numberless other purposes being derived from the same convenient source—the conductor carrying the current which furnishes the propelling power?"

Lieutenant Fiske, like many others, was looking forward to an early day when electric locomotives would furnish the power for American trains—but his mention of open windows shows that he had no pre-vision of air-conditioning. Nor, as his mention of fire in case of accident indicates, did he foresee the all-metal coach.

"It really looks as if the hour of doom had struck for steam," wrote W. S. Kennedy in his book on the "Wonders and Curiosities of the Railway", published in the summer of 1884.

"Various companies have been formed in the United States for the introduction of electric motors upon horse railroads and elevated

railroads. A company has also been formed for the introduction of electro-motors on tram-ways. On September 6, 1883, an ordinary horse-car was propelled by the Faure-Sellon-Vockmar accumulators of the French company for a distance of 30 miles through the principal thoroughfares of Paris, and during the trial of 6 hours no accident occurred through the frightening of horses. . . . For elevated city railways they have the advantage of being free from smoke and cinders. If run upon longer railroads, the fact that each car contains its own motor would, perhaps, make the use of single passenger cars advisable, so that our trunk lines and local lines would resemble street-car roads; in such event the results of collision, as has been suggested, would not be so disastrous as at present, and the wear and tear of rails would be less."

Mr. Kennedy felt "tolerably certain" that man would "harness the lightning to the street cars".

"It seems probable, too," he adds, "that the discovery of so delicate and conveniently generated a motive power will have the effect of stimulating the invention of aeronautical vehicles. . . . In short, it looks as though electricity were to be the supplanter of steam as a motor, at least for many kinds of work. . . . It would not be at all surprising if people now living should see the day when trains of flying cars propelled by electricity shall fly between New York and London, between London and Yokohama, and between Yokohama and New York via San Francisco, and when air lines in the strict sense of the word shall be established in ten thousand directions over the surface of every country on the globe. The first electric airship has already mounted into the atmosphere. On October 8, 1883, Gaston Tissander and his brother made an ascension from Paris in their electric car. The balloon was ellipsoidal in shape, the car made of stout pieces of bamboo lashed together and furnished with a propeller, rudder, batteries, etc. The aeronauts say that they foresee the possibility of directing their course at will by means of their rudder, operated by electric power.

"In the meantime, pending his more perfect installations as a navigator of the air, the proud genie of the clouds has been performing some very useful and humble labor upon a number of electrical railways in Europe and America."

Mr. Kennedy mentions the invention of Professor Werner Siemens, of Berlin, who would be known "as the father of the electric railway system, if there should ever be such a system"; and also the experiments of Thomas A. Edison, who was operating an electric railway 2½ miles long from a point on the Pennsylvania Railroad to Metuchen, on which an electric locomotive drew a passenger car containing 40 people at the rate of 29 miles an hour.

From Mr. Kennedy's description, in fact, it looks as if Mr. Edison's device was at least a first cousin to perpetual motion.

"Since the dynamo-electrical machine is an absorber as well as a

developer of electricity, the plan of Edison contemplates the establishment of stations at intervals of ten miles, where dynamo-electrical machines may be placed, to communicate their stored-up energy to the rails, and thence to the apparatus in the locomotive."

Mr. Leo Daft had an even more remarkable experimental locomotive in service on the Saratoga, McGregor and Lake George Railroad, according to Mr. Kennedy's book. The Daft locomotive, named the "Ampere", made its trial run in the fall of 1883.

"This was the first utilization of an electric locomotive in the drawing of ordinary passenger coaches for practical and public purposes. The experiment was a complete success—the little engine moving off easily with its load of seventy passengers, amid the loud cheers of the crowd, whose skepticism as to the abilities of the motor was completely removed. The recently formed Massachusetts Electric Power Company has also successfully tried a Daft electric locomotive upon a railroad near Boston, and proposes to introduce the power upon an extensive scale. . . . The Daft motors have attained a speed of 70 miles an hour, and have ascended grades of 2,000 feet to the mile. . . . One of the curious things discovered by Mr. Daft is that the electric current itself exerts a tractive or adhesive power, making the wheels bite the rail more firmly. But a more wonderful thing still is the way in which the adhesive power of the wheel is increased by electro-magnets. . . . exert a tremendous pull downward upon the rail, and thus bind it and the wheels more closely together, so that the adhesive power of a ten-ton electric locomotive is greater than that of a forty-ton steam locomotive, and most of the wear and tear is avoided."

Mr. Kennedy's reactions to the dawning developments of electric traction show, at least, that the skepticism of things new which had hampered the early days of steam traction was entirely evaporated by the middle '80's.

Joseph Whitehead, who had been fireman of the Stockton & Darlington on Stephenson's Locomotive No. 1 "in the days when a strong headwind used to bring the locomotives to a stop", was still living, as was Peter Cooper, who had built the Baltimore & Ohio's Tom Thumb, and Horatio Allen, who had persuaded the directors of the South Carolina R. R. to build their line without the customary path between the rails for the equine motive power. These patri-archs had seen great marvels not only in the United States but throughout the world. In fact, by 1884, it was believed that "railway travel has apparently reached perfection as far as respects luxurious appointments and furnishings". It must be confessed that the description of the saloon cars on the great line between Saint Petersburg and Moscow somewhat bears out the belief. The cars were two stories high, with a winding stair-

case to reach the sleeping saloon in the second story, whose windows afforded a fine view of the country. The first floor had elaborately furnished drawing rooms and private compartments, with easy chairs, sofas and divans. There were double windows, closely fitting doors, handsome toilet rooms, portable card tables, games and books. The cars were steam heated from a heater at one end, yet they lacked the vestibules so familiar to us now, and they were lighted by wax candles.

"The height of luxury in travel has been reached by royalty in Europe and nabobism in America," wrote Mr. Kennedy. This had gone to the extent of bathing cars on some few lines in America, with "alcoves furnished with bath tubs and suitable appurtenances". It was said that when the Queen of England traveled from Windsor to Balmoral she "traverses the length of England in a single night, reposing in a royal car".

Napoleon the Third, Emperor of the French, went about in a "suite of traveling apartments consisting of nine railway coaches, communicating with each other by tastefully decorated bridges". Note again the absence of vestibules even on the imperial train. However, along with clocks, chandeliers, a thermometer and barometer, the train had telegraphic apparatus for communication with the several apartments.

In spite of his enthusiasm over the splendor of royal trains, Mr. Kennedy noted that "For a high rate of speed over long distances the New York and Chicago Limited beats the world. It whirls over the 913 miles that separate the two cities in twenty-five hours."

At this half-way point in railroad history the movement for standardization was just well under way. Standard time had been adopted by the railroads in the fall of 1883. Before then, 53 different times had been in use on various American railroads. Between Boston and Washington 6 different times were used. The 14 railroads at St. Louis used 6 different times. Within 6 months after the railroads put in W. F. Allen's new "Hour System" on November 18, 1883, 78 large cities followed suit.

Standard gauge was emerging from the confusion. The Atlantic & Great Western had just changed to standard. It was anticipated that the Erie, the Ohio & Mississippi, and the Grand Trunk would soon follow suit. It was not mentioned, but in fact the lines south of the Potomac and the Ohio Rivers were to follow suit within 2 years. In Europe a through train between St. Petersburg and Paris had

recently been fitted with adjustable wheels suited for any gauge.

The manual block was still the best safety system, the automatic not yet having been fully developed. In America the most common signal was a "pivoted disc on a high pole, with one face painted red and the other white". In Great Britain the semaphore was in more general use. A signal marvel was the 70-lever interlocking station at Cannon Street in London. The number of trains handled by these primitive signal systems is hard to realize. At Clapham Junction, in London, 1,600 trains a day passed.

Electric car lighting had been tried by the Pullman Company on the London-Brighton line in England on October 14, 1881. "The 12 little incandescent lamps employed gave out a fine, mild, equable white light", it was reported. In the underground railroads of London, which ran through a tunnel under the Thames, the cars were "lighted" by painting one half of the interior with phosphorescent paint, by whose ghastly glow passengers could read the faces of their watches.

Smile if you will at some of these primitive-seeming devices and developments, but there can be no discount of the achievement of the railroads of that time in the conquest of nature. British engineers had already carried the rails over the road traveled by Cortez and Maximilian,

whereon the passenger who breakfasts at sea level may lunch at an elevation of 8,200 feet. Henry Meiggs, that indomitable American, had already built the Callao, Lima & Oroya Railroad across the Peruvian Andes, with its summit tunnel at 15,645 feet, only 136 feet lower than the peak of Mont Blanc. No man has yet built higher.

And the nature which they conquered would seem to have been more raw than this Twentieth Century nature. They had weather then that was weather. The first train of the Northern Pacific to cross the Missouri River did so on February 12, 1879, on a track laid on ice 3 feet thick. Over this ice bridge was hauled the material for the western extension of the line. In the summer of 1880 at the curiously misnamed town of Monotony, on the Kansas Pacific, a thunderstorm and waterspout washed away 6,000 feet of track, put the prairie under 8 feet of water, and engulfed an entire freight train, of which no trace was ever found. It was on this same railroad that a sail car with a mast 11 feet high, carrying a triangular sail with two booms, was said to have made a speed of 40 miles an hour, with the wind right abeam and the sail close hauled. The skeptical may see a picture of the car in the Scientific American. On the Union Pacific in 1875, at Potter Station, a train of Pullman cars was caught in a hail storm and so bombarded by chunks of ice 3 or 4 inches in diameter as to give the woodwork on the south side of the train the appearance of having been "ploughed". The double windows of French plate were broken, the curtains torn in shreds, the wooden shutters broken (who remembers wooden shutters in cars now?), while the lady passengers fainted or had spasms, according to temperament.

Of one thing we may be sure: the people of 50 years ago did not take their railroads for granted. They were still close enough to a day when transportation was painfully slow and impossibly expensive, to have some realizing sense of what the railroad meant. The science and the art of transportation by rail was not yet developed to the point of today's daily miracle of organization whereby a hundred thousand or more cars are loaded with freight on tens of thousands of sidings, assembled by switch engines into yards and made up into long trains to be pulled across the country to destination, there to be

(Now turn to Page 15, please)

### MRS. J. M. KURN DIES

Sincere sympathy is extended to J. M. Kurn, Trustee of the St. Louis-San Francisco Railway Company, and to relatives, by the family of Frisco employes throughout the system, in the loss of his wife on October 25. Mrs. Kurn died at her home, 5044 Westminister Place, St. Louis, at 5:35 p. m., after an illness of a year's duration. She was 57 years of age.

Mrs. Kurn was born at Canandaigua, N. Y., and was Miss Gracia Irene McMillan before her marriage. She and Mr. Kurn moved to St. Louis in 1918. She was a lover of the outdoors, an enthusiastic golfer, and spent a great deal of time at their Pensacola, Fla., home where she enjoyed the deep sea fishing.

Surviving are her husband and a sister, Mrs. Ida M. Hadsell.

Funeral services were conducted from the Second Presbyterian Church at 3:00 p. m., October 27.



# 67% of Rail Mileage Now Operating at a Loss

**T**HE need for additional revenues to meet rapidly rising costs of operation was urged by Dr. Julius H. Parmelee, Director, Bureau of Railway Economics, who appeared as the first witness at the hearings before the Interstate Commerce Commission on the rail carriers' petition for increases in certain freight rates.

Tracing the course of railroad traffic and earnings throughout the last five years the witness said that in the first seven months of 1934 deficits were incurred by companies operating more than two-thirds of the total railway mileage of the country.

"In 1929," Dr. Parmelee testified, "railway companies operating 4 per cent of our total railway mileage incurred deficits. The proportion of total railway mileage operated by carriers incurring deficits increased to 16 per cent in 1930; increased again to 42 per cent in 1931; and rose still further to 68 per cent in 1932. There was then a decline to 58 per cent in 1933, but in the period from January 1 to August 1 this year, this percentage has risen again until now 67.4 per cent of the railway mileage of the country is being operated by companies which have incurred a deficit so far this year.

"Companies operating at a net loss in 1933 reported an aggregate deficit of almost \$153,000,000. This represents the extent to which considerably more than half the railway mileage last year operated in the red. The corresponding aggregate deficit of companies operating at a loss in the first seven months of 1934 is approximately \$99,000,000.

## 26 Roads in Hands of Receivers

"As of August 1, 1934," continued Dr. Parmelee, "twenty-six Class I railroads operating a total of 40,565 miles of line were in the hands of receivers or trustees in bankruptcy. Twenty-two of these 26 companies, operating 37,910 miles of line, went into receivership or trusteeship during the years 1930, 1931, 1932, or 1933. Twelve companies with 20,149 miles of line were placed in the hands of receivers or trustees in the year 1933 alone.

"In addition to the serious situation reflected in the foregoing figures, study of recent results in the net income factors brings out the fact that whereas net income generally increased over the preceding year, from

May, 1933, to April, 1934, the reverse is now true. Net income, which had shown substantial percentages of increase over the previous year in every month from May, 1933, with but a single exception, declined 23 per cent in May, 1934, and dropped 73 per cent in June, 1934, below the levels of the previous year, while net income of \$30,000,000 in July, 1933, was replaced by a deficit of \$7,000,000 in July, 1934.

## Traffic Continuing Decline

"Judging from the most recent figures which show continuing declines in freight traffic during August and the first three weeks of September, 1934, the downward sweep of the curves of traffic revenues, and net earnings has not been checked. This may be more clearly visualized if I call attention to the fact that in every one of the first 26 weeks of the year, to June 30, an increase in carloadings was reported, averaging 15.4 per cent for the period; while in every one of the 12 weeks since July 1 a decrease in carloadings has been just as regularly reported, averaging 4.4 per cent for the period.

"In addition to the downward trend of railroad traffic and gross earnings from the present low levels, the carriers find themselves confronted with immediate and substantial increases in their operating expenses which will tend to reduce even further the level of net earnings.

"After protracted negotiations early in 1934, agreement was reached between the carriers and their employees to restore gradually the 10 per cent deduction in railway wages which had been effective since February 1, 1932. One-fourth of the deduction was restored on July 1 this year; a second one-fourth is to be restored on January 1, 1935, and the remaining one-half of the deduction is to be restored on April 1, 1935. The complete restoration of the wage deduction, on the basis of the estimated 1934 payroll, will increase railway operating expenses by the annual total of \$156,195,000.

"Furthermore, current railway operating expenses have not yet fully reflected the substantial increases which have occurred in the prices of the various materials and supplies used in railway operation. From May, 1933, to the present time the prices of materials and supplies used in railway operation have shown an increase of

## Need for Additional Revenue to Meet Costs Is Urged

20.4 per cent, which, on the basis of 1934 consumption, represents an increase of \$134,367,000 in railway operating costs. A still further increase in expense arises from the operation of the Railroad Retirement Act, which became effective on August 1 and the constitutionality of which is now being questioned in the courts.

"The actual net railway operating income earned in the first seven months of this year amounted to \$261,000,000. Assuming, in spite of the present downward trend of traffic, that the net earnings of the last five months of this year will equal those of the same months of 1933—\$254,000,000—this would yield a total net railway operating income for the year 1934 of \$515,000,000. From this estimated total, however, there must be deducted, for the period August-December, sums of \$17,000,000 representing increased wages; of \$55,000,000 representing increased costs of materials and supplies; and of \$26,000,000 representing the cost to the railroads of the Railroad Retirement Act.

## Expect Net Deficit of \$73,000,000

"This would produce a net railway operating income for the year of \$417,000,000 and would leave, after the payment of fixed charges, a net deficit of \$73,000,000 for 1934 as compared with a deficit of less than \$6,000,000 in 1933. Furthermore, had these three items of present and prospective increased cost been in effect throughout the entire year 1934, it appears that the final results of operation for the year would have been a net deficit in excess of \$280,000,000."

## AGENT WINS PRIZE

F. K. Shrock, agent at Perry, Okla., decorated his automobile to resemble a Frisco locomotive and entered it in the parade at Perry on September 17, in connection with Cherokee Strip opening celebration. The decorated car was awarded third prize by the judges.

Mr. Shrock's granddaughter, Jannett Dyche, added much to the entry when she dressed in overalls and carried a huge oil can, representing an "engineer".

## THE HONOR ROLL

J. Freeman Wasson, employed at the Frisco Reclamation Plant, Springfield, Mo., turned in a tip that eight young ladies were contemplating a trip to Kansas City via the bus. Passenger representative immediately got in touch with these parties and routed six of them by rail. A letter of appreciation was sent to Mr. Wasson by J. E. Potts, president of the Springfield Men's Club.

Through the splendid handling and switching given to some lumber shipments by the O. R. Bradfield Lumber Company of Tulsa by G. R. Warren, yardmaster at Tulsa, Okla., the Frisco has been receiving some splendid business. This business was secured through the personal solicitation of Mr. Warren and he has personally seen that prompt switching service was given upon arrival of the cars. J. E. Payne, traffic manager, expressed sincere appreciation for the splendid work Mr. Warren has done to secure this business.

J. E. Potts, president of the Frisco Men's Club of Springfield, Mo., reports 25 car load shipments, 103 LCL shipments and 26 passengers secured by members of that club during the month of September. The car load business was secured by Ethel Copeland, accounting department; Grace Jochum, general manager's office; L. H. Riddle, Eastern division; Matilda Hoffman and I. A. Uhr, signal department; F. M. Barry, C. B. Crump, Selma Hoffman and G. F. Linster, all of the telegraph department, and Flo Blewans, mechanical department. Selma Hoffman and J. W. Kastler, both of the telegraph department, secured the LCL shipments. The passengers were secured by K. C. Bean and Bro Mitchell of the accounting; E. A. Warren, record; C. N. Thompson and Orville Coble, general manager's office; M. G. Cooper and Mary C. Carr, claim department; John Willie, signal; F. L. Pursley, FLDC department; F. E. Feyen, N. A. Sutton and F. C. Schmidt, telegraph; J. G. Hayes, mechanical.

Other employees have reported prospective business amounting to 45 cars, 305 passengers, but this business of course has not as yet been secured.

The following loyal Sunnysland Club workers of Kansas City, Mo., deserve special commendation for their ceaseless efforts to secure traffic tips:

Ralph Blank, in his recent appearances before various American Legion gatherings in Kansas City and surrounding towns, gave much publicity to the Frisco in an effort to interest the Legionites in going via Frisco to the convention, which was held in Miami, Fla., October 22. Mr. Blank appeared in the various entertainments as a one-man band. He had an assistant who also performed while Mr. Blank passed out Frisco advertising circulars among the audience. He is to be highly commended for his efforts, and for his loyalty to the work of the Sunnysland Club. Mr. Blank is a yard clerk in the 19th St. Yard, and also a member of the American Legion.

E. G. Gabel, passing record typist, is making a every effort to secure a shipment of 60 carloads of pipe from Birmingham, Ala., which is to be used as a water line from the city limits to Welborn, Kans. Mr. Gabel is being assisted by all the employees on the terminal who live in the Quindaro Township. He has spent much of his spare time out of office hours working on the proposition and deserves much credit as a loyal Sunnysland Club worker.

A. J. Finn received a telephone call October 3rd from a leading contractor who said that he was soon to receive fifty (50) carloads of cement, and that the Frisco would get the business. Mr. Finn at one time favored this gentleman by making a few minor repairs to one of our crossings so that he could drive his trucks over it, and in appreciation of this service, has promised the business to the Frisco. Mr. Finn is another loyal Sunnysland Club worker, ever alert for any tips of new business.

Joe Schwartz, machine shop foreman, is also on his toes, always on the lookout for any possible business, and frequently turns in valuable tips. A month ago, Mr. Schwartz turned in a tip on the Shrine Convention at Wichita, which is moving by special train out of Kansas City, also a movement out of Joplin, but it seems that the Frisco was unfortunately unable to secure the business due to some of the other roads having more direct routes. However, Mr. Schwartz deserves much praise for his efforts and his loyalty.

Recently two colored passengers showed up on the platform at Birmingham, Ala., with tickets to Chicago

by way of one of the railroads out of that city. They came out after the train had gone and Laddie Ivy, porter on No. 106, persuaded them to get their tickets changed, Frisco-Memphis-IC instead of waiting over until the next day as they had planned to do. Mr. Ivy was extended appreciation for his alertness by T. H. Banister, traffic manager.

Mrs. H. B. Wilson, wife of Frisco trainmaster, Joplin, Mo., was instrumental in lining up two of her friends, Mrs. Carmie Helm and Mrs. Fagan Hinckley, for a trip, St. Louis and return. These two patrons were delegates to a convention.

Mrs. Sherwood Ellis, wife of Sherwood Ellis, engineer, Southwestern division, secured a shipment of automobile tires from a concern in Oklahoma City to Akron, Ohio, and also secured two tickets from Oklahoma City to Cleveland and one ticket, Oklahoma City to Chicago during the month of July, 1934.

The tires were lined up to move via another route and the passengers were also routed other than Frisco.

The Frisco Employees' Club of Joplin reports that during the month of August, two round-trip World's Fair tickets were sold to Chicago, and during September, five were sold, as a direct result of solicitation by members of the Joplin Club.

A story in the Springfield, Mo., news recently stated that Selma Hoffman, a member of the Frisco Girls' Club at Springfield, Mo., was the winner in a contest to secure carloads, LCL shipments and passengers for Frisco Lines at Springfield, Mo. Miss Hoffman secured 14 carload shipments and 46 LCL shipments in the contest, during August, 1934.

Investigation discloses that Miss Hoffman found the Ozark Motor & Supply Company, of Springfield, and the Merit Oil Company, of Webster Groves, Mo., were not specifying routing on their shipments and the Frisco was not getting its share of the business.

Through influential friends with both companies she secured the shipments for Frisco Lines. These companies furnish her with a record of their shipments for each month, and the business has definitely been thrown to the Frisco.

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## Ball Fans Greet Cardinals



*It was a gay group of fans which left Oklahoma City on October 4 on "The Daily Oklahoman and Oklahoma City Times" baseball special for St. Louis, where they anticipated witnessing the Cardinal-Detroit games over the week-end. The photograph above shows them unloading from the Frisco Special at St. Louis. W. L. Huggins, Jr., traffic manager, accompanied the party.*

### NO PER DIEM CHARGE

Agents throughout the territory are intent on the campaign of reducing the payment of per diem on foreign equipment on Frisco Lines. Every effort is made to see that foreign cars are moved in and out of the stations without delay, and according to J. H. Doggrell, superintendent of transportation, some unusual cases have been recorded during the months of August, September and October.

During October the following cases were reported: Cars L&N 47742 and 22167 received at ELSINORE, MO., in train 867 at 7:00 a. m., October 10, cars made empty and moved out 11:00 a. m. same date, forwarded in train 866 at 12:30 p. m.; T&P 17249 50073 and 60997, lumber, received ROSELAND, ARK., 5:00 p. m., October 4, train 849. Cars released 10:00 a. m., October 5, and moved out empty train 849, October 5, at 3:00 p. m.; UTLX 19258, gasoline consigned MENFRO, MO., received 10:00 a. m. and released 1:00 p. m. same date, moving to St. Louis, train 834, same night.

Cases reported during September included: ATSF 129181, flour and feed moving to MENFRO, MO., received train 833, September 24, at 7:00 a. m. and released 4:00 p. m. same date; C&NW 138122, malt, received WITTENBERG, MO., train 833, 10:10 a. m., September 13, consignees at Old Appleton, 19 miles inland, notified by telephone at 10:20 a. m., car empty and ready to move back to St. Louis at 3:30 p. m. same date; RI 142333, car corn, received at LORRAINE, KANS., at 2:40 a. m. Septem-

ber 7, spotted and car made empty at 4:00 p. m., went forward on train 350 at 4:45 p. m. same date.

Cases noted during August included: MoPac 77256, autos, arrived FOREMAN, ARK., No. 737 at 11:15 a. m., August 25. Autos unloaded, car returned to MoPac at Hope, Ark., train 736 same day; the following cars received at BIRMINGHAM, ALA., from the L&N, August 27, at 3:05 a. m., MP 52417, CBQ 59038, RI 75390, N&W 27726, B&O 112339, CBQ 54350, SP 74898, ATSF 58677, ATSF 59775, CMStP 105042 and CBQ 66772. These cars were made empty and delivered back to the L&N at 7:20 a. m.; on August 24 the following cars were received at BIRMINGHAM for the Alabama Packing Company on the Birmingham Belt, L&N 18757, 19191, 19363, 18859, 19342, 19001, 19429 and T&NO 13169. Cars were received at 6:50 p. m. and made empty and delivered back to the L&N at 10:30 p. m. same date; the Frisco received the following cars of cattle for packing houses on the BIRMINGHAM BELT on August 21, CBQ 59648, 67108, 57783, 57758, 59397, 59823, 57420, 57564, 59664, 58641, 66758, 68231, 69532, LH&S 4131, SP 70678 and L&N 88091. These cars were received at 11:15 a. m., August 21st, and released and returned to the L&N at 3:35 p. m. same date.

WITTENBERG, MO., NP 41320, car of malt received in Train 833 at 9:30 a. m., August 21. Car made empty and ready to move at 3:00 p. m. same date.

DEMOPOLIS, ALA., UP 13880, store

### 1933 WAS SAFETY PEAK FOR RAILROADS

Reports from the American Railway Association's safety section of the Safety Congress, held at Hotel Cleveland, October 3, were to the effect that despite several major accidents the country's railroads in 1933 established their greatest safety record.

The year's total of 5,623 train accidents of all kinds occurring on the road and in the switching yards is the smallest number ever recorded, according to G. H. Warfel of the Union Pacific System, chairman of the committee on train accidents. There were 153 persons killed and 1,252 injured exclusive of trespassers.

### K. C. CLUB SPONSORS WRESTLER

John Plum, who has been working on the section gang in Kansas City, is proving himself a wrestler of no mean ability. As an advertising scheme, Mr. Plum is being sponsored by the Sunnyland Club as the "Frisco Texas Fast Freight".

Although only 24 years of age, he has received recognition as a coming champion when he has appeared in various towns in Iowa, Kansas, Oklahoma and Missouri, and particularly in Kansas City.

The Kansas City Sunnyland Club is proud to put him up against any 170 pound wrestler in the field.

### A FINE PERFORMANCE

A splendid performance of train 833, September 25, J. R. Abernathy, engineer and T. E. Miller, fireman, was reported for special mention in the Frisco Magazine.

In the movement, Chaffee to Yale, handling 98 loads and 65 empties, train handled 345,781 gross ton miles on 18 tons of coal, 12 hours on duty.

With the amount of work and tonnage handled by this crew using only 18 tons of coal. J. S. McMillan felt that the movement was well worthy of mention.

fixtures, Beatrice, Nebr., Union Pacific waybill 2414, August 14, moved out of Beatrice, Nebr., 4:15 a. m., August 15, out Kansas City 8:00 p. m. same date, arrived Demopolis train 231, 1:15 p. m., August 17, delivered immediately and car made empty by 5:00 p. m. Moved out empty train 232, 3:00 a. m. the 18th, first available train.

McMULLIN, MO., CB&Q 58372 arrived at 10:00 a. m., No. 845, August 14. Car was placed and unloaded and moved out on No. 832 morning of the 15th.

## MERITORIOUS SERVICE

### RIVER DIVISION

September 27—T. M. Hudson, agent-operator, Freemont, Mo., received a phone call on September 8 that bridge near Low Wassie was on fire. He rounded up as many section foremen as he could locate and drove to the fire. It developed that the report was erroneous and bridge was not on fire, but agent's actions would have prevented possibility of great damage had there actually been a fire. Mr. Hudson was commended by J. S. McMillan, superintendent.

August 30—W. O. Cook, engineer; C. Daugherty, fireman; J. R. Johnson, conductor, and George Hiram, porter, R. M. West and J. W. Davis, brakemen, the crew on train 808, August 13, discovered truck of road contractor on fire, arrival St. Marys, which truck was located near gasoline storage tank on house track; above crew cut off the engine and pulled out one stock car and three others, some of which were partly loaded, placing them on track where they would be out of danger in event the large gasoline storage tank caught fire and exploded. Each member of the crew had his record credited with five merit marks.

## AGENCY CHANGES

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

Frank A. Thomas, Boynton, Okla., September 20; Clyde Purtell, Leflore, Okla., September 21; George A. Bond, Hulbert, Okla., September 27; William Summers, Butterfield, Mo., September 29; Axel G. Johnson, Medora, Kans., October 1; Bert M. Gregory, Strauss, Kans., October 1; Wm. D. Wilson, Bennington, Okla., October 3; Cecil L. Siler, Exeter, Mo., October 4; John B. Patrick, Arkinda, Ark., October 5; Ralph W. Roseberry, Haworth, Okla., October 5; Wiley R. Mills, Springdale, Ark., October 6; Virgil L. Banks, Leflore, Okla., October 8.

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

James J. Morgan, Kewanee, Mo., September 27; Robert P. McCoy, Johnsons, Ark., October 4; Thomas F. Underwood, Oklahoma City Ticket Office, October 8.

## 1934—Important Conventions—1935

Below is a list of important conventions which will be held during 1934 and 1935.

The traffic department will welcome any information that might be of assistance in securing travel to these meetings. Any communication in connection therewith, should be addressed to J. W. Nourse, general passenger agent, St. Louis, Mo.

### 1934 MEETINGS

American Petroleum Institute.....	Dallas, Texas .....	Nov. 12-15
Order Eastern Star Grand Chapter....	Tampa, Fla.....	Nov. 18-23
Southern Medical Association.....	San Antonio .....	Nov. 13-16

### 1935 MEETINGS

Western Fruit Jobbers Assn.....	San Francisco .....	Jan. 29-Feb. 1
National Educational Assn.—		
Dept. of Superintendents.....	Atlantic City, N. J.....	Feb. 23-28
Shrine Directors Association.....	St. Louis, Mo.....	March 6-8
American Zinc Institute.....	St. Louis, Mo.....	April
Southern Baptist Convention.....	Memphis, Tenn.....	May 15-20
Kiwanis International .....	San Antonio, Tex. ....	May
Northern Baptist Convention.....	Colo. Springs, Colo.....	May or June
Shrine (A. A. O. N. M. S.).....	Washington, D. C.....	June
American Institute of Banking.....	Omaha, Neb.....	June 10-14
U. S. Junior Chamber of Commerce....	Columbus, O. ....	June
M. O. V. P. E. R. (Grotto).....	Knoxville, Tenn.....	June
National Educational Assn.....	Denver, Colo. ....	June
Cooperative Club International.....	Oklahoma City, Okla.....	July
Knights of Khorassan (D. O. K. K.)....	Toronto, Ont. ....	August
United Spanish War Vets.....	San Antonio, Tex. ....	August
Rotary International.....	Mexico, D. F.....	June 17-21
Lions' Clubs International.....	Mexico, D. F.....	

## APPRECIATION

To the Junge Baking Company of Joplin, Mo., from C. W. Merkle, of the traffic department, Menasha Products Company, Menasha, Wisc., dated October 4, 1934:

*"We certainly want to thank you for your prompt handling and the trouble you went to in handling the prepayment with your agent of the Frisco Line, and you might say to him that the Frisco Traveling Representative traveling through Menasha out of Milwaukee, Wis., is truly a hundred per cent Frisco man and favors of this kind, shown at outlying stations in other territories, are appreciated by us."*

To Harry Granger, TF&PA., Frisco Lines, Ft. Worth, Tex., from the Rasmussen Engineering Company of Ft. Worth, Tex., dated October 15, 1934:

*"We recently placed a rush order for one compressor, weighing 2,345 pounds with a concern in Buffalo, N. Y., to be shipped to the City Packing Co., Ft. Worth, routing same via your lines."*

*"This shipment moved out of Buffalo on October 2nd, New York Central to St. Louis, Frisco to Ft. Worth and was received by the City Packing Company on October 6th, or only four days enroute. Inasmuch as this was such excellent time we wish to*

*drop you a note of appreciation for the service rendered, because the compressor was badly needed."*

To E. G. Baker, general passenger agent, Kansas City, Mo., from M. M. Grimes, Chiropractor, Tulsa, Okla., dated October 12, 1934:

*"On Monday noon, the 17th of last month, I left Tulsa for Moline, Ill., via Kansas City on the Frisco. This was, without doubt, the saddest trip I had ever taken, due to the fact that I was returning the body of my mother, who had passed away a day previous, to Moline, for burial."*

*"Upon alighting from the Pullman as the train pulled into the depot, I heard someone speak my name. I answered and turned to meet a man whom I had never met before. He was wearing a blue uniform and I later learned he was a conductor by the name of E. M. Giffey. He kindly assured me that my mother's body would be given the best of watchful care and that there would not be a possible mistake made in the transfer of her body to the Golden State Limited. Never had an occasion so pleasantly affected me as his understanding and kindness. This being the case, I want to thank your railroad and tell you that just such occasions as this cause one to feel that not all big business is cold and commercially grasping."*

*"I wish to thank you for your excellent service and kind employees, and say that I wish your road many successful years."*



## NEWS OF THE FRISCO CLUBS

### *Frisco Sunnyland Club Kansas City, Mo.*

The Sunnyland Club of Kansas City opened its fall festivities with a dance and floor show at the El Torreon Ballroom the evening of September 21. The affair was offered without charge to Frisco employes, their friends and patrons, in a special effort to give wide publicity to the New Texas Fast Freight Schedule, as it is believed that as the new schedule and service become familiar to shippers, phenomenal increase in business will result. There were close to 2,000 people in attendance at this affair, and when their attention was attracted by the floor show, the following announcement was read and reflected over the entire auditorium by loud speakers:

"I have an announcement from T. C. Kehoe, president of the Frisco Sunnyland Club, the employes organization of the Frisco Railway, which is sponsoring the program and dance this evening. He wishes to call attention to the fact that the party is being given in the interest of the Frisco Railway and to take this opportunity of giving publicity to its splendid service, both passenger and freight, and bringing to your especial attention the New Texas Fast Freight schedule which was inaugurated on September 4th. This train leaves Kansas City at 9:00 a. m. daily and arrives at Fort Worth at 9:15 a. m. the next day. If you, or any of your friends or acquaintances contemplate making shipments to or from Texas, and are looking for faster, more efficient, and more economical service, a visit to the traffic department of the Frisco Railway will prove a decided advantage.

"Mr. Kehoe hopes that each and every one of you are having a good time this evening and will watch for future affairs of the Frisco Sunnyland Club, and it is his desire that all of you will become members of the Frisco happy family here in Kansas City."

The officers received many compliments from those in attendance on the success of the affair, and the club members are anticipating many such enjoyable evenings during the coming winter.

The members of the Sunnyland Club have been continually urged by Mr.

Kehoe, president of the club, to be tireless in their efforts to secure traffic tips and not to become discouraged by failures, but according to the old maxim, "If at first you don't succeed try, try again"; that it is the duty of every Sunnyland club member to turn in every possible tip which will be turned over to the traffic department where the business will be secured, if at all possible, by the well-trained service salesmen in that department.

While it is only natural that members of the Sunnyland Club feel their club is successful and doing really worthwhile things, it was gratifying to Mr. Kehoe, president of the club, to know that the work of the club is becoming recognized by others outside of Frisco circles, when he received a call from a neighboring railroad requesting permission for a committee of their employes to sit in at a club meeting and also asked to borrow a copy of the club's constitution and by-laws, as they were endeavoring to organize a similar Employes' Club.

Business secured by members of the Frisco Sunnyland Club of Kansas City, Mo., according to a report issued by J. R. Coulter, traffic manager, shows five carloads, 49 LCL shipments and one passenger secured during the month of September, 1934.

This business was all secured by employes of the transportation department at Kansas City, the 5 carloads having been secured by C. C. Lacy. R. P. Ruisinger secured 35 of the 49 LCL shipments reported.

Other employes in this department, responsible for the balance of the business, include: F. H. Fenner, J. J. Fitzgerald, H. L. Herman, E. M. Martin, L. W. Poncik and A. J. Westerman.

### *Air Capital Club Wichita, Kans.*

At the October 12 business meeting of members of the Frisco Employes' Club of Wichita, Kans., H. B. Sigler, conductor, reported having secured routing on 19 cars of canned goods, fruits, vegetables and coffee from various points. Mr. Sigler continues, meeting after meeting, to report carload shipments secured through his efforts for this club.

Ralph Dinsmore, president of the club, reported securing routing order on two carloads of chocolate from

Eastern points to Wichita, and James Ansboro secured a shipment of shoes from St. Louis.

S. P. Haas talked on general business conditions and expressed the belief that business in general was holding up well for this season of the year; however, he felt it would be necessary for every member to put his or her shoulder to the wheel.

### *Afton, Okla.*

Fifty-seven employes, thirty-one visitors and ten officials were present at the October 15th meeting of the Frisco Employes' Club of Afton, Okla. Special invitations had been sent to officers and patrons and the response was indeed gratifying.

A report of the business secured at the Afton station, first nine months of 1933 compared with the same period of 1934 showed an average increase of over \$1,000 a month.

E. E. McGuire, representing the general manager's office was the first speaker on the program and directed his remarks to general business conditions, new freight service, new equipment, fares, rough handling, etc.

Others who addressed the meeting included: J. A. Moran, superintendent, Northern division; C. T. Mason, superintendent, Southwestern division; C. K. Sims, assistant superintendent; J. E. Springer, DF&PA, Joplin; J. H. Barcus, president, Joplin Club; J. H. Douglas, agent, Joplin; B. H. Crosland, roadmaster, Ft. Scott, and others.

Mr. Mason expressed his appreciation to the shippers for their support given the Frisco in his territory, and J. E. Springer talked for a few moments on "The Human Element". The addresses were all interesting and of an informative nature and added greatly to the program.

Following the presentation of the officials, the professional men of the City of Afton were invited to address the gathering. All of them were complimentary in their remarks regarding Frisco service, and W. M. Estus, president of the club, told the merchants that their presence was always welcome and that they had become a real part of the club.

Clint H. Baker, restaurant owner of Afton and a 100% Frisco shipper, arrived at the close of the meeting and served sandwiches and coffee to those present. Ted Shedlebar and his



orchestra furnished music, consisting of all the popular airs and the meeting was considered to be one of the best held by the Afton Club.

### **Frisco Girls' Club St. Louis, Mo.**

Eighty-one members and three guests were present at the September 27th luncheon of the Frisco Girls' Club of St. Louis, Mo., held at the American Annex. The August meeting of the club was postponed account of the death of Victoria Matrose, a member.

Following the luncheon, a report of business secured by the members was made for the months of July, August and September, which included: 4 carloads of freight secured by Miss Pollock, head nurse at the Frisco hospital; 4 carloads and one passenger credited to Margaret Leahy, accounting department; 2 passengers each for Agnes Larkin, secretary to General Agent Cummings, 7th Street Station, St. Louis, and Minnette Juhlin, freight traffic department, and 3 passengers each to Lucille Meyer, of the purchasing department, and Lil Kulage, secretary to auditor-revenues.

Ella Ecklekamp, president of the club, expressed sincere appreciation for the efforts put forth by the girls in securing this business.

Mrs. Chic Sally, wife of operator at Pacific, Mo., was introduced. She told of her plans to attend the American Legion Convention in Miami, Fla., in October and made a very interesting short talk to the girls.

The guest speaker was Thomas O'Donnell, traffic manager of the Mallinckrodt Chemical Works, St. Louis. Mr. O'Donnell is a brilliant speaker and left a real message with the girls. His fund of Irish stories is always used to advantage.

Rose Resnick, passenger representative, gave a very interesting talk on the solicitation of business for Frisco Lines among women's clubs.

Two attendance prizes were awarded, the winners were Betty Doyle and Ellen Roach.

The Frisco Girls' Club of St. Louis sponsored a card party at the Melbourne Hotel on October 5. Approximately 100 persons were present and there were 56 sleepers sold.

Home made cakes were donated by the members, and the club sold ice cream with the cakes, realizing a total of \$35.00 from this sale, and the sale of the bridge tickets.

### **Fort Smith, Ark.**

Approximately 50 members attended the first fall meeting of the Frisco

## **A Happy Frisco Family**



*A real Frisco family lines up for a picture. Mr. and Mrs. L. P. Burch, of 3402 Magnolia Avenue, St. Louis, pose for a picture with their 12 children. Mr. Burch is dining car steward on Frisco trains, St. Louis to Oklahoma City. Names of the family, from left to right: Mr. Burch, 48 years old; Mrs. Burch, 46; Vernon, 20; Leonard, 21; Aubrey, 22; Melba, 18; Wilbur, 14; Wilma, 15; Mrs. Marguerite Wooldridge, 23; Mrs. Florence Dodds, 25; Robert, 12; Edgar, 10; Kenneth, 8, and Richard 6. Mr. and Mrs. Burch have been married twenty-six years.*

Employees' Club of Ft. Smith, Ark., meeting held in a coach at Garrison Avenue, September 17. The meeting was called to order at 7:30 p. m. by George Hinnant, president, who outlined plans for the fall and winter activities. Short addresses were also made by A. M. Leitzell, C. O. McCain, O. L. Young, W. C. Schultz and H. H. Hedges, the latter of the Railway Express Agency.

Music for the occasion was furnished by the Frog Stickers in a program of old and popular pieces. The musical program was furnished through the courtesy of S. Kelton, dispatcher. G. H. Garrison entertained the group with tricks of magic.

A motion was made and seconded that an auxiliary to the Ft. Smith Club be formed and the date of September 27th was set as a date for the organization meeting. Through the courtesy of the Frisco Association of Metal Crafts and Car Department Employees, the use of Woodman's Hall was offered for the use of the Frisco Club and the offer was accepted with thanks upon behalf of the club by President Hinnant.

Seventy-five members and visitors attended the October 8 meeting of the Frisco Employees' Club of Ft. Smith, Ark., meeting in the baggage room at 100 Garrison avenue. W. G. Hall, master mechanic of Sherman, H. E. Gabriel, O. L. Young and E. L. Collette were among the guests present.

A number of good tips were read by Geo. Hinnant, president of the club, and then some complaint was heard about not being able to secure tip blanks and Mr. Young offered the services of his office, which was fol-

lowed by C. O. McCain, represented by Mr. Tidwell and Mr. Presson and Mr. Letizell, so that any employee calling the office of the superintendent, division freight agent, trainmaster or agent will receive credit for his traffic tip on the regular tip form.

About 50 members promised to attend the meeting of the Northwest Arkansas Club to be held at Winslow on October 18, and several cars were offered to take members of the club there.

A dance, to be sponsored by both the ladies' and men's organizations was discussed, and plans were made for a date, which was finally left open, to be decided by the committee, the dance to be held around the end of October. The president was asked to appoint a committee.

Question of posting bulletins in the Union Station for the benefit of the passenger men, was brought up by Engineer Nulph, and it was ordered that a bulletin of the meetings in the future be placed at the Union Station.

### **Joplin, Mo.**

Members of the Frisco Employees' Club of Joplin, Mo., held their monthly meeting at their club rooms, 10th and Main Streets, October 4. The business meeting was preceded by the usual covered dish dinner, served by the Ladies' Auxiliary. Approximately 40 persons were in attendance.

The regular business session was called to order by Roy H. Barcus, president, and minutes of previous meeting read and approved. Treasurer's report indicated a balance of \$7.34 on hand.

Letters, extending welcome to the Purdy Products Co., and J. W. Halter, new manager of Montgomery Ward & Company were read.

It was decided by the members present to drop the plans for a dance in connection with the card party to be given on October 25 in connection with raising funds with which to finance the Christmas party. Mr. Moulton was appointed chairman of a committee to arrange for tickets for the card party.

J. E. Springer reported having solicited and secured through Conductor Lane, one fare, Joplin to Los Angeles, Calif., from Mr. Lane's niece who had purchased through bus ticket from Charlotte, N. C., to Los Angeles, but was induced to travel by rail from Joplin.

Messrs. J. E. Springer and J. H. Douglas, as well as visiting agents, reported general business conditions much improved. Mr. Douglas reported a \$12,000 increase in revenue, September, 1934, over the previous year.

### **Frisco Colored Club of Birmingham, Ala.**

Meetings of the members of the Frisco Colored Club of Birmingham, Ala., were held on September 6 and 18, and, while the attendance was small, a number of tips on passenger business were given.

Members of this club are responsible for having sold the following fares; Lena Noel and Hattie Johnson, who traveled Birmingham to Oklahoma City; Miss M. M. Bearden, Birmingham to Kansas City, these passengers secured by Joe Boston. Two passengers solicited, Birmingham to St. Louis by Mrs. Rena Robertson, wife of Steve Robertson, president of the club; Mrs. Kathie Hatcher, Birmingham to Kansas City and Mrs. Mary Steveson, Memphis to Birmingham, secured by Walter Johnson.

The club members are doing splendid work and making fine headway in their solicitation program.

### **Colored Club of St. Louis, Mo.**

Ten members of the Colored Club of St. Louis, Mo., were present at the October 12th meeting at the Tower Grove Club rooms.

A Hallowe'en party was discussed and the members decided to entertain at Douglas Hall. Plans are now being made for the event and it promises to be a real drawing card.

J. Rogers, member of this club, and his family, spent a vacation in Monroe, La., and on this trip he was able to secure a round trip fare, Memphis to St. Louis, thence to the Chicago World's Fair and return.

## **Monett Women Asked to Aid Program**

**I**N AN effort to further increase the solicitation activities of the Frisco Employee Club members, C. J. Kunz, president of the club, addressed a letter on September 17 to the wives of the employees and to all women employees of Monett. In the letter are a number of selling points which are valuable to the purchasers of supplies for the household and families of the employees. The letter in its entirety is quoted below:

*"To the Frisco Ladies:*

*"It has been my intention for some time to address an appeal to the ladies of the Frisco family, asking for their support in our campaign to get more traffic for the Frisco.*

*"At the outset, will say that we have several 100 per cent patrons in Monett but we need more.*

*"Every woman whose husband, father, son or brother is, or has been a Frisco employee until recent years when the motor trucks and busses deprived them of a job, can assist very materially in getting traffic back to the Frisco where it rightfully belongs and also assist in making our state highways SAFE for private automobile travel. Isn't it appalling how many are killed and injured on Missouri highways wherein a heavily loaded truck is involved? The highways were never intended to be monopolized by trucks and busses. They are increasing in number by the thousands, continually getting longer, wider, higher and faster speed, and generations to follow will be tax burdened to provide suitable and substantial highways for these huge and heavy motor vehicles to use, unless public sentiment rebels against it and compels the Government to regulate them in the same manner in which the railroads are regulated.*

*"The railroads are the heaviest contributors to all the schools of the United States and when they cannot pay these taxes, we, as individuals, will have to pay them. The Frisco for the year 1933 paid the State of Missouri \$719,462.01 in taxes, \$235,781.96 of this went to the schools and \$148,713.92 to roads and highways. Barry County received a total of \$16,802.77 proportioned as follows: County tax \$4,466.75, roads \$4,401.48, schools*

*\$6,096.26. The City tax for Monett amounted to \$476.13.*

*"The Frisco is the heaviest consumer of water and electric current in Monett which is all bought from the City, paying them approximately \$3,500.00 a year. The Railways Ice Co. furnished the Frisco twenty million (20,000,000) pounds of ice in 1933, this consumption being responsible for 75 per cent of their present payroll, which approximates \$20,000 a year.*

*"The Frisco payroll is more than \$50,000.00 monthly with about 500 employees at Monett, but we still have a large number of former employees on the furloughed list who were placed there account of unfair motor competition. These men would probably be working today if our railroad was accorded the consideration that is properly and justly due from all Monett merchants and patrons.*

*"You have the right and it should be an honor and privilege to bring these facts to the attention of the merchants with whom you trade. Induce them to join with you in requesting shippers and buyers to patronize and boost the Frisco instead of the motor trucks. Ask them to DEMAND Frisco routing on all their shipments.*

*"The merchants who have their merchandise shipped by truck are contributing to the discomfort and loss of income of every citizen in Monett, even to the merchants welfare, themselves. This robs the rail workers of employment who in turn are unable to buy account reduced or no compensation at all.*

*"The Frisco is the backbone of the life and happiness of this community and should have the wholehearted support of every citizen. The depression may be letting up, but the unregulated job-smashing trucks and busses are increasing by leaps and bounds. During the years 1920 to 1930 over 500,000 railroad employees were hunting jobs because of the freight grabbing trucks. During 1931-32-33 approximately 500,000 more men were cut off the board. Thousands more self respecting railway workers will be seeking jobs unless this traffic is returned to the railroads.*

*"Monett, THE MAGNET CITY, will ultimately perish unless the MAGNET, THE FRISCO RAILROAD, is strengthened and not continually weakened due to lack of patronage.*

*"Your support and cooperation is solicited."*

### **Northwest Arkansas Frisco Club**

One of the most enjoyable and enthusiastic meetings yet held by the Northwest Arkansas Frisco Club, was the regular monthly meeting, October 11th, in the high school auditorium at Winslow, Ark.

Many members of the club were present, and about 40 members and their families from the Ft. Smith Club, also a great number of Winslow people were in attendance.

After a short business session, the Parnell family of Winslow favored with a musical number. J. A. Winn, Frisco agent, Winslow, gave the welcome address, followed by introduction of Geo. Hinnant, president of the

Ft. Smith Club. The feature speaker of the meeting was G. C. Smith, of Fayetteville, a non-employee, yet an old friend of the Frisco and its employees, who gave a short resume of the Townsend bill, and spoke of a better feeling between the public and railroads, mentioning service of the Frisco and its employees. This address was enjoyed by all. Other speakers were G. Wheeler Smith, Supt. Winslow School; G. L. Presson, trainmaster; S. Kelton, dispatcher; E. L. Collette, division engineer; H. E. Gabriel, assistant superintendent; J. R. Trotter, claim agent, and C. H. Garrison, roundhouse foreman. Musical numbers were presented by The Winslow Epworth League Club, and Mr. Kelton introduced his "Frog

## Frisco Employees' Hospital Association

Receipts and Disbursements After June 30, 1934, Through September 30, 1934

Balance brought forward from June 30, 1934.....\$16,093.36

### RECEIPTS:

From assessments on members.....	\$44,508.85	
" interest on securities in Treasury.....	1,615.00	
" donation by Trustees, St. L.-S. F. Ry. Co., Dbtr.....	162.51	
" sundry accounts collectible.....	731.78	47,018.14
" proceeds of \$5,000 St. Louis-San Francisco Ry. Co. 6% Equip. Trust Gold Notes, Series 71-D, matured Jan. 15, 1934, paid July 11, 1934.....	\$ 5,000.00	5,000.00
		<u>\$68,111.50</u>

### DISBURSEMENTS:

For payrolls.....	\$24,789.70	
" professional, ordinary and emergency services.....	8,264.99	
" labor, material and supplies.....	4,176.29	
" provisions.....	3,893.93	
" drugs.....	4,321.32	
" light, water, ice, gas, fuel and telephones.....	1,501.35	
" all other expenses.....	1,091.31	\$48,038.94

Balance September 30, 1934, P. M., at:  
First National Bank, St. Louis, Mo.....\* 20,072.56  
\$68,111.50

\* Subject to \$239.42 of pay-drafts and vouchers outstanding at close of business September 30, 1934.

### THE ASSOCIATION OWNS:

	Par Value
Kansas City, Memphis and Birmingham R. R. Co. General Mortgage 4% Bonds (matured March 1, 1934) unpaid.....	\$ 7,000.00
Kansas City, Memphis and Birmingham Railroad Company 5% Assented Income Bonds (matured March 1, 1934) unpaid.....	35,000.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
Seaboard Air Line Ry. 5½% Receivers' Certificates of Indebtedness, Series "BB" (First Series due February 1, 1935).....	6,000.00
City of Tulsa, Okla., 4½% Street Improvement Bonds of 1927 (mature Aug. 1, 1935).....	18,000.00
The New York, Chicago and St. Louis Railroad Co. Equipment Trust of 1924 5% Gold Certificates, Series L (mature March 1, 1936).....	3,000.00
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co. 6% Secured Notes (mature August 1, 1936).....	1,500.00
Consolidated Electric & Gas Co. Five-year 6% Secured Gold Notes (mature Aug. 1, 1937).....	5,000.00
The Chicago, Rock Island and Pacific Railway Co. Equipment Trust of 1923 5% Serial Trust Certificates, Series L (mature June 1, 1938).....	2,000.00
U. S. 3½% Treasury Bonds (mature June 15, 1940-1943).....	55,000.00
U. S. 3½% Treasury Bonds (mature April 15, 1944-1946).....	30,000.00
U. S. First Liberty Loan (Converted) 4¼% Bonds (mature June 15, 1947).....	15,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Prior Lien Mortgage 4% Bonds, Series A (mature July 1, 1950).....	19,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Prior Lien Mortgage 5% Gold Bonds, Series B (mature July 1, 1950).....	11,000.00
American Telephone & Telegraph Thirty-five Year 5% Gold Debenture Bonds (mature Feb. 1, 1965).....	5,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Consol. Mortgage 4½% Gold Bonds Series A (mature March 1, 1978).....	25,000.00
Commonwealth Edison Company First Mortgage 4% Gold Bonds, Series F (mature March 1, 1981).....	10,000.00
Pennsylvania Power & Light Company First Mortgage 4½% Gold Bonds (mature April 1, 1981).....	4,000.00
New York Central Rd. Co. Refunding and Improvement Mortgage 4¼% Gold Bonds, Series A (mature Oct. 1, 2013).....	5,000.00
(As at close September 30, 1934).....	\$266,500.00

St. Louis, Mo., October 1, 1934.

L. O. WILLIAMS,  
Treasurer.

Hunters", a string band of three, full of pep and rhythm.

A great deal of credit for the program is due Mr. Winn, who provided for the building, lights and greater part of the program. All employees who were present seemed to feel that these meetings in surrounding towns and communities are not only helpful for the purpose of employees getting in closer touch with each other, but

for the purpose of keeping the public informed, keeping old friends and making new ones.

### Colored Club of Muskogee, Okla.

New officers of the Colored Club of Muskogee, Okla., were elected at a meeting of members of the club on October 8. The new officers are: Pleas Wilson, president; E. G. Gilmore, vice-president; Jerry Mont-

gomery, treasurer; Arthur Davis, secretary and Wm. Kennedy, assistant secretary. Chairmen of the various committees are: C. Eugene Williams, Charley Anderson and Bill Muchell.

Most of the meeting was taken up in the election of the above officers, and each member pledged his support to the activities of the club.

### Ft. Smith, Ark., Club

A meeting was held 8 p. m., September 27th, Fort Smith, for the purpose of organizing a Ladies' Auxiliary to the Employees' Club at Fort Smith. This meeting was attended by 12 ladies and 17 men. The meeting was called to order by Geo. Hinnant, president of the Employees' Club, and then turned over to Martha Moore of St. Louis.

Miss Moore explained the purpose of the club and outlined the manner in which we might elect officers, also explained how some of the other clubs are working and the manner in which they carry out their work, some of the clubs hold joint meetings with the men's clubs, have dinner meetings, afternoon bridge parties, etc. Miss Moore also suggested ways in which we could get business and tell our friends about our railroad.

The following officers were elected: Mrs. E. L. Collett, wife of division engineer, president; Mrs. H. E. Gabriel, wife of assistant superintendent, first vice-president; Mrs. Geo. Hinnant, wife of car clerk, freight office, second vice-president; Johanna Ruge, secretary, division freight and passenger agent, secretary, and Mrs. C. E. Durham, wife of secretary to superintendent, treasurer.

It was decided to hold the first meeting Monday, October 1st, 2:30 p. m., as an informal afternoon meeting at which time it could be decided when and where to hold regular meetings, committees appointed, etc. Mrs. Young offered her home for this meeting.

All members were requested to get in touch with at least five ladies who were eligible to membership and invite them to attend the meeting.

O. L. Young addressed the meeting and pledged his support, also made some interesting and beneficial remarks. C. O. McCain offered his help in any solicitation matters and suggested that the ladies could be of special help in securing passenger business.

Meeting adjourned.

Thirty-three members of the Ladies' Auxiliary to the Frisco Employees' Club of Ft. Smith, met at the home of Mrs. O. L. Young, wife of superintendent, on the afternoon of Octo-

ber 1. This was the first meeting of the auxiliary since its organization on the night of September 27.

The meeting was called to order by the president, who gave a brief outline of the work to be done by the club, the reason for its organization and the different ways in which the ladies can be of assistance in helping to get business for the Frisco.

It was decided to hold monthly meetings, on the first Monday of each month, alternating, one month meeting will be held in the afternoon, the next month in the evening. The afternoon meeting will be a social meeting, the evening meetings will be business meetings. The afternoon meetings to be held in the homes and the evening meetings will be held in the Frisco building (exact room to be decided later). The hostesses for the social meetings will be decided upon at a later date, or will be agreed upon by a committee appointed for this purpose.

The question of a suitable name for the club was left open until the next meeting. All members are to suggest names for the club and the matter will be settled at the next business meeting.

A motion was carried to have the secretary send report of each meeting to Miss Moore in order that our activities will appear in the Frisco Magazine.

A motion was carried to have a constitution for the club, the chairman to appoint a committee for this purpose.

The president will appoint committees before the next meeting to take care of the different parts of the work of the club.

A motion carried to assess dues, to be paid monthly, 10c per person, to take effect with this meeting.

Meeting adjourned. Next meeting will be held November 1st, 7:30 p. m., Frisco Building.

### St. Louis Men's Club

Approximately 500 employees and friends attended the sixth informal dance given by the St. Louis Men's Club at the Century Boat Club on the night of October 20.

Paper hats, serpentine and balloons were furnished free by the club in keeping with the near Halloween festive season. The "Meteor" and "Sunnyland" tail signs were placed on each side of the orchestra rostrum, which furnished a means of advertising for the Frisco Lines as well as being highly decorative. Ten new silver dollars were given away for attendance prizes. It is expected that another dance will be given before the year is out.

## ARKANSAS CATFISH!



Sixteen catfish caught under one log at one sitting!

Eight out of sixteen caught weighed 178 pounds, and five of the fish, shown in the photograph above, averaged 19 to 23 pounds each.

The picture was made at Hope, Ark., and the fish were caught by W. J. Bateman's fishing crew, and mascot, W. T. Jr., with A. E. Marsoni, agent, and J. G. Barber, car inspector, serving as umpires.

## WILL ROGERS USES FRISCO

(Continued from Page 3)

ous pictures he had made, and I told him the adoration of crowds such as he had just left showed him his popularity. He remarked that it really did, and that the public paid the "freight".

And then I pulled a card out of my pocket. One of my own. "Everybody else has asked for an autograph, and if you don't mind, would you give me one?"

He took the card and wrote, "This is a real train. Will Rogers."

I thanked him, told him how much I had enjoyed the visit with him, wished him a pleasant ride and a delightful visit and rushed to the vestibule as the train stopped at Tower Grove.

He's just as honest and sincere, and human as he appears in his pictures. And it is that naturalness, that can't be faked, that draws his admirers from every walk of life. No movie star has so great an appeal to folks in general as Will Rogers.

I got a big thrill in securing the little interview, in meeting him personally, getting his autograph and his comments.

And I thought so much of the photograph that I put it on the front cover!

## In Memoriam

### WILLIAM SAMUEL LESTER

WILLIAM SAMUEL LESTER, pensioned conductor, died at his home in Monett, Mo., on September 30. He was 67 years of age, born December 4, 1866, at St. Louis, Mo. He began his railroad service as brakeman on the C&A Railroad, coming with Frisco Lines as freight brakeman at Pacific, Mo., in 1883, working between Dixon and Pacific. He was promoted to the position of conductor, running out of Monett on the Northern division in 1895. His pension allowance was \$57.75 a month and during his lifetime he was paid a total of \$115.50.

### WILLIAM GEORGE BROWN

WILLIAM GEORGE BROWN, pensioned conductor, died at his home near Koshkonong, Mo., on October 12. He was born in Washington, Ill., January 24, 1862, and was educated in the schools there. He began his service with Frisco Lines September 9, 1881, as a brakeman out of Kansas City and was promoted to passenger conductor out of Ft. Scott in 1886. His pension allowance was \$74.70 a month and during his lifetime he was paid a total of \$4,523.50.

## TRANSPORT PROPHECIES

(Continued from Page 6)

switched again to thousands of sidings for unloading and delivery. That marvel we take as a matter of course, but, in its combination of the flexibility of the individual carload with the economy of mass transportation in trains, it is the backbone of the American transportation system, and of the whole plan of mass production on which American business is built.

The men of the '80's with their difference in gauges, in times, in conditions, could hardly have foreseen the accomplishments of the coming 50 years, yet they had a clear perception of the marvel and the romance of rail transport. "To four things," wrote Mr. Kennedy in 1884, "the rush of a fast express train may be likened—a hurricane, a prairie fire, the thunder-trample of a herd of wild animals, and the battle-charge of a regiment of cavalry."

Each year the rivers discharge about 6,524 cubic miles of water into the ocean, and about 160 million tons of salt.



**How Old?**

"How old are you sonny?" asked the inquisitive old man of the little boy on the beach.

"Six," came the brisk reply.

"Six," echoed the old man, "and yet you are not as tall as my umbrella."

The boy drew himself up to his full height. "How old is your umbrella?" he asked.

**AN UNKIND CUT**

"That was the unkindest cut of all, as the poet says."

"What was?"

"I showed her one of my boyhood pictures with my father holding me on his knee and she said, 'My, who is the ventriloquist?'"

**NOT SO GOOD**

"How's the new incubator?"

"Well, I guess that it is all right, but I'm a little worried about it. It hasn't laid an egg yet."

**Politics**

"Yes," said the candidate, "I'm going among the farmers today to a pumpkin show or jackass show or something of that sort. Not that I care for pumpkins or jackasses, but I want to show the people that I am one of them."

**NO USE**

"Brother Jones," said the deacon, "can't you all donate some small contribution to de fund for fencing in the cullud cemetery?"

"I dunno as I can," replied Brother Jones. "I don't see no use in a fence around a cemetery. You see, dem what's in there can't get out, and dem what's out sho' doan wanta get in."

**OK**

"Now, look here, Dorothy," said her father sternly, "your mother tells me you've been naughty all day long. The next time you throw mud at your sister's clean dress you'll go to bed without supper."

"The next time I throw mud at Doris," said the child, "I'll wait until after supper."

**To Be Convinced**

"I can't marry him, mother, he's an atheist and doesn't believe there is a hell."

"Marry him, my dear, and between us we'll convince him that he's wrong."

**A HYMN**

"Whenever I look at that girl I think of a hymn."

"Which one?"

"How Firm a Foundation."

**OTHER USES**

"This liniment makes my arm smart."

"Why not rub some on your head?"

**FAMOUS THIRD INNINGS**

The Biblical story of the creation must have been written by a baseball reporter, because it starts out — "In the big inning—".

**Whoa!**

Two church members met on the street one Monday morning. Said one, "I didn't see you in church yesterday."

"I know you didn't," replied the second, "I was taking up the collection."

**TOO FAST**

An amateur motorcyclist was given a trial at a race track meeting. He was plucky but inexperienced, and in the first race (over four laps) though he was an easy last, he went on innocently to complete a fifth. The feat was greeted with ironical applause. The rider drew up at the judge's stand.

"Have I won?" he inquired.

"Well, no," replied the judge, kindly. "As a matter of fact you were last in that race, but you're a lap ahead in the next."

**Repairs Needed**

"What's the matter with Betty and Jim? Have they had a new quarrel?"

"No, the patch came off their old one."

**MISTAKEN**

"So you're back in the Navy again, eh? I thought you were a farmer."

"You made the same mistake I made."

**Served Him Right**

The somewhat meddling head of a large department store was passing through the packing room one day when he saw a boy lounging against a wooden box, whistling cheerfully. The chief stopped and looked at him.

"How much do you make a week?" he barked.

"Five dollars."

"Here's a week's pay—GET OUT!"

When the boy had departed, the boss turned to one of his subordinates. "When did we hire that boy?" he demanded.

"We never hired him," came the astonished answer. "He just brought in a package from another firm."

**MY ERROR**

Old Gentleman: "A deplorable sign of the times is the way the English language is being polluted by the alarming inroads of American slang. Do you not agree?"

His Neighbor: "You sure slobbered a bibful, mister."

**NOT SO GOOD**

"Near sighted, eh? How many lines can you read on this chart?"

"What chart?"

**Met One Better**

"I met the laziest man in the world today."

"Oh yeah? How does it feel to be ex-champion?"

**WHERE IS IT?**

"Did I bring your wrench back last month?"

"No, you certainly did not."

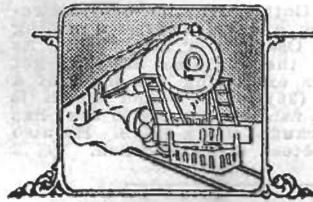
"Well, can you beat that! Now what am I going to do? I wanted to borrow it again."

**DETROIT BLUES**

"Want to go to the ball game tomorrow?"

"No, I'd rather go to the matinee. I'm sure of a happy ending there."





# ... NEWS ...

from the

## Mechanical Department



### SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

Mr. and Mrs. G. C. Donica spent Saturday and Sunday, October 8 and 9, visiting with friends in Kansas City.

Ray Twigger, Carl Dashney, Frank Brown and John Boyd all attended court here in Springfield.

Jesse L. Brandon, wife and daughter, visited with friends a few days at Gravois Mills on the Lake of the Ozarks. They report a nice time and a good catch of fish.

Mr. and Mrs. Frank Brown spent Sunday, October 14, visiting with friends in Rogersville.

Ray Twigger, extra man, worked a few days at freight house during the absence of Mr. Brandon.

Mr. and Mrs. J. F. Robertson of West Tulsa spent the week-end with Mr. and Mrs. M. T. Sartore, coach truckman.

Homer Smith and Louis Brown laid off the afternoon of Sunday, October 7, to hear the World Series baseball game.

Lee Howell has moved to his new home on South Nettleton avenue.

Ray Twigger and Homer Smith went fishing but only caught a bad cold.

Mrs. Louis Sweetin has returned from Oklahoma City where she visited with her sister and family.

Mrs. R. N. McDonald, wife of car clerk, is attending a convention at Hannibal, Mo.

Mr. and Mrs. Fred Snow are visiting friends and relatives in Tulsa.

Miss Blanche Handley has been absent for some time account sickness.

### COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

W. M. "Dutch" Stremmel, formerly chef on the Kansas City-Florida Special, stopped in to shake hands with his many friends here on September 22, while en route from Ft. Worth to his home in Los Angeles.

Mrs. Jack Holderness has returned from Denver, Colo., where she was called by the death of a niece who was fatally injured in an automobile accident.

Louis Langel returned home on October 13 after a three months' sojourn at the Frisco hospital in St. Louis, where he underwent a major operation. Louis speaks most highly of the excellent treatment he received at the hospital.

The Kansas City-Florida Special had its appearance improved some last week and made a bid for better advertising by the installation of dual tail signs to the rear of the cafe-lounge car. The new signs are made of bright enamel, are indirectly lighted and take the place of the old plate glass signs which did not show up so well in the daylight.

### LOCAL No. 19-B—MEMPHIS, TENN.

ALVIS H. THOMAS, Reporter

Robert Cleveland, third-class machinist, lost his brother. We tender him our sympathy.

Yours truly, the reporter, has recently returned from a seventeen-day

vacation spent in New York, Washington and Chicago. Was accompanied by my sister, Miss Lucille Robinson. While in Chicago we were the guests of Chester Scott, a former Frisco employe, who is now an officer of the Chicago police force. We both enjoyed a most pleasant trip.

Edward McGraw, locomotive wiper, and his wife, Mrs. Epsie, are off on their vacation to Atlantic City, N. J., and Chicago.

At this writing Mrs. Margaret Brown, wife of Ed. Brown, engine wiper, is convalescing in the hospital after a recent operation. Our well wishes are extended to her.

Mathis Simmons, roundhouse employe, was suddenly stricken ill with appendicitis and was rushed to the hospital. We wish for him a speedy recovery.

Mesdames Florence Smith and Alzora Harvey, wives of Albert Smith, material man, and Rev. Isaac Harvey, car oiler, respectively, spent their vacation in Pensacola, Fla., and reported a pleasant one.

Bro. Will Stevenson, locomotive wiper, accompanied by his wife, Mrs. Anne Stevenson, took in the World's Fair on their vacation in Chicago. He was guest of his brother, whom he hadn't seen for a number of years.

H. L. King, car department employe, and ex-president of our local is back on the job after having been off quite a length of time due to illness. Glad to have you back with us Bro. King.

Your future depends a great deal on your working safely. An accident could mar a bright future or even eliminate your present existenc. So work safely every day.

### WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

Arthur Buck is the new owner of a Wright County farm near Hartsville, Mo. Mr. Buck already owns a small farm near his old home and needless to say the recent purchase indicates the ties of the childhood days.

Chancey Buckmaster is also reported to be a recent purchaser of farm acreage.

John Sumner is busy at present at Lebanon helping to get ready for the building of the new coal chute to replace the old chute destroyed by fire last month.

Now that the drought has been broken in most of the affected areas and the World Series ball games over, we can devote our spare time undividedly to our fishing until the duck and quail seasons open.

### FLASH

THE FISHING TRIO, DENHAM, AKRIDGE AND GANNON OF THE STORES DEPARTMENT, WENT TO THE BIG LAKE RECENTLY AND CAUGHT A CRAPPIE.

The Hereford family held a reunion at the old pioneer homestead at Nevada, Mo., October 7. Eight children (the youngest 46 years of age), were together for the first time since the death of the parents in 1926. Some forty members of the family enjoyed the occasion.

Mr. and Mrs. W. H. Brooke motored to Warsaw, Mo., October 14, for a brief visit with friends.

### LOCAL No. 17 WEST TULSA, OKLA.

H. C. PRICE, Reporter

M. L. Guinney, master mechanic chief clerk, and wife spent a few days in Tennessee on a vacation.

Eugene Rankin, son of John Rankin, fireman, is home on a vacation from the Naval Academy in Indianapolis.

G. I. Alexander, boiler foreman, and wife spent a few days in Memphis and Knoxville, Tenn., with friends and relatives.

Herb Dellis, machinist, is off at this writing with an injured foot.

H. F. Phillips, blacksmith, is returning to work the first of November after a sixty-day illness.

C. C. Bohannon, fireman, is back in the St. Louis hospital on account of illness.

C. E. Hart, night pipeman, has a new Chevrolet sedan.

Lon DeMont, coach painter, is in the Tulsa hospital with an appendicitis operation. We wish Lon a speedy recovery.

Lawrence Frear, electrician, who has been off for the past two and one-half years is back on the extra board in Tulsa.

Jack Hendricks, electrician, spent fifteen days in Florida fishing.

Tom Hurszer, boilermaker, came in with a big smile. An eight and one-half pound baby boy! Congratulations to Mr. and Mrs. Hurszer.

Ed Heffner, electrician, is off on a fifteen-day vacation.

John White, division chairman, has been promoted to coach track foreman at West Tulsa.

The Burlington Zephyr paid us a visit the sixteenth and it was estimated that over thirteen hundred people an hour went through it.

### MECHANICAL DEPARTMENT KANSAS CITY, MO.

W. C. ABERCROMBIE, Reporter

John W. Ehnl and wife recently made a trip to New York. "Wes" says there is no place like New York, but I suggest that he try our great Rocky Mountains some time.

Hollis Fouts completed his apprenticeship as a machinist recently and is now a full-fledged machinist.

Earl Hicks, night air man helper, has returned to work after being off some time on account of illness.

I hope the readers of these items will pardon a personal reference, as I would like to mention the fact that the writer has purchased a new Dodge sedan. Anyone who would like to see how the new Dodge performs is invited to take a ride with me.

Fred Chaffin, engine inspector, spent several days visiting his mother in the Ozarks.

"What ho" seems as though everybody on the 4 to 12:30 a. m. shift was worried the other day and what was the worry? Well it happened that George Willis was late for work

(George how can you account for that). Mrs. J. E. Scott spent three weeks in Sheridan, Wyo., visiting son and brother.

Jesse Green, wife and son recently visited the World's Fair. A good time was enjoyed by all.

The dance held by the Frisco Sunnyland Club, September 21, at the El Torreon ball room was a very pleasing event and all those that attended especially enjoyed the floor show. Everybody will be waiting for notice of the next event which will be held some time soon.

Mrs. Ira Jones and daughter recently spent a month in Southern California.

Well, I guess we will hear nothing more about baseball until next season. Let's hope all of you picked the winner. Among the winners of jack pots were Joe Hammons, E. W. Brown, Lee Taylor, Chas. Frizzell, Ben. Cummings and John Colaflower. They tell me John Colaflower was touched by his friends when they had found out he won a jack-pot.

Virgil Sanders, coal chute man at Kansas City informs us of the death of his brother "Earl," September 30. We sincerely express our deepest sympathy to you and your family.

We are very sorry to learn of the death of Rev. James L. Cllick's wife, who passed away September 12, at the home of her sister, Mrs. Birdie Hatton, at Searcy, Ark.

Lewis Baker and wife spent the month of August in Chicago and New York with relatives and friends. They also visited at Washington, D. C., and many other eastern cities.

## JEFFERSON AVE. COACH YARDS ST. LOUIS, MO.

JOHN W. HOLDREN, Reporter

John Jenkins, who was injured in an automobile accident sometime ago, expects to be back to work in a few days. We all hope to see you back soon, John.

Otho Harvey and wife spent their vacation on a trip to Washington, D. C., New York, Cleveland and their home town, Michigan City. Otho reports they had a wonderful time.

Bill Derrick was on the sick list recently for about ten days.

Mrs. Floy Jones and son returned from a three weeks' visit with her parents in Texas.

Willie Siems is back on the job after having spent nine weeks off on the sick list with a fractured finger.

Clarence Smith and Floyd Earnhart had a narrow escape from serious injury recently when their machine was struck by a large sedan and turned over. They received only minor cuts and bruises.

## KANSAS CITY RIP TRACK

LEE WARFORD, Reporter

F. B. Scott and family are to spend three days visiting friends in Chicago. This will be their second visit to the World's Fair.

Billie Kane, yardmaster at Rosedale, recently bought a new Plymouth. Now watch him strut.

Wm. Bacus, inspector at Rosedale on the midnight shift, is now back to work after being off three months account of an accident. Mr. Bacus says he sure received good attention while at the Frisco hospital at St. Louis.

Dan Ashford, fireman at Rosedale on the afternoon job in the east yards, has had sickness at his home. His son, Harold, was taken ill September 30 and was taken to a hospital. October 6 he was operated on for a ruptured appendix and at this writing is doing nicely and is expected to recover and be at home by October 20.

H. S. Green, foreman of Rosedale rip track, spent two weeks' vacation at home resting and taking it easy.

Wm. Fuller, inspector at the freight house, and family spent fourteen days visiting friends and relatives in Pittsburg and Joplin. Grady Seiglar worked for Fuller.

Jess Wright, oiler at the freight house, and family spent ten days visiting friends and relatives in Arkansas.

James Kissinger, extra oiler, and family will spend four days visiting friends and relatives in Richland, Mo.

Robert Everitt spent last month visiting with his friends and Dr. and Mrs. Harold Claypool, of Hume, Mo., last week in Rosedale, Kan., with his sister, Mrs. Roy Watts, wife of Inspector Roy Watts. Mr. Everitt returned to his home at Chaffee, Mo., where he lives with his sister, Mrs. J. L. Mumma, wife of assistant superintendent there.

Stewart Yockey, messenger in the Nineteenth street yards, is on his way to Nordin, Kan. After that he will go on to Chicago and take in the sights of the World's Fair. Stewart is expected to be back by October 21.

R. E. Braden, inspector at Rosedale, and family decided to go to a show as the story goes. Rassie and family left on 117 and arrived in Joplin at 12:30 and went to a show. After the show they caught 118 for Kansas City and came home. All had a good time.

Ray Bengston, oiler at Rosedale, was off two days account of sickness.

Dan Cronin, night general yardmaster, spent two days visiting friends near Ottawa, Kan., recently.

## NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

It's the same old story every year at this time when there is so much baseball talk, news is bound to suffer, and this year with our own favorites winning the championship it was even more so.

William Gooch, welder, and Mrs. Gooch, also Clarence Gott, Louis Taylor, and Frank Lilley, machinists, attended some of the games in St. Louis.

Wm. H. Schaller, machinist on the day shift, attended the first two games of the World's Series at Detroit. He also visited a sister who lives in Detroit.

Mrs. E. E. McCauley is mourning the death of her mother which occurred during the past month. The sympathy of the roundhouse employees is extended to Mrs. McCauley. Mr. McCauley is a machinist on duty at the passenger station.

Sympathy of the roundhouse employees is also extended to Claude Campbell of the boiler shop and secretary of Local No. 1, in the loss of his father, whose death occurred during the past month.

Geo. A. Alward, sheet metal worker, is the proud owner of a brand new Chevrolet sedan DeLuxe.

Burl Hough, machinist on stocker work, is putting the finishing touches on a fine new garage at his home at 1101 E. Commercial street.

Ray Rader, extra machinist first class, is now numbered among the home owners, having purchased property at 924 Hamilton avenue.

Don Monroe, supplyman, has bid in the position of brown hoist operator at Lebanon while the new coal chute is being built at that point.

Ross Davis, electrician, enjoyed the World's Series ball games very much as they came to him through his new Atwater Kent radio.

We are glad to inform all concerned that our former labor foreman, Chas. M. Gibson, is improving rapidly. Mr. Gibson is now at his home on East Division street road and we are in hopes that he will soon be able to resume his former duties at the roundhouse.

Clarence Gott, machinist, has just returned from a very successful fishing trip on the Osage river at Osceola. As proof that the big one did not get away, he is exhibiting the head of a twenty-six (26) pound drum which is the largest fish of that specie that has ever been caught down there. He also caught nineteen other fine fish.

## RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Mrs. E. L. Fuerst has recovered from a recent illness, we are pleased to report, and is again able to drive her husband to and from work.

Our sympathy is extended to Mr. and Mrs. Hugh Doran in the death of her mother, Mrs. J. F. Faught, who died at her home, 1544 College street. She was 67 years old and a native pioneer of Greene county.

Charlotte Marie Stapp, 8 years, daughter of Charles Stapp, and sister of Lewis Stapp, died October 11, at their home, route No. 11, of whooping cough. We extend our condolence to the bereaved.

Eddie Fuerst had on display a mammoth peach, which he says he grew in his orchard. This peach measured fourteen inches in circumference and was a "peach" sure enough.

We wish to extend our sympathy to Gerald Chaffin in the loss of his brother, Clyde, who was murdered at Nixon, Texas, this month. The remains were returned to his old home, Nixa, Mo., for interment.

Floyd Salsman was one of our force who took the opportunity to visit the World's Fair at Chicago this month. Floyd says a fellow can sure get an "eye full" there for his money.

We are informed by James Camp that he has been authorized and duly appointed to fill the position of reporter for the Frisco Employees' Magazine, from and under the heading of our New Local Number 3. We welcome you "Jimmy" with a smile and all the best wishes that we are capable of bestowing. By way of explanation, members of Local Number 3 are composed of employees at the Reclamation Plant, which the writer has been endeavoring to serve as reporter, but owing to the large number, scattered through the various departments, have no doubt unintentionally neglected to cover many news items each month. So with Mr. Camp also in the field, we hope to better and more thoroughly cover the news of the Reclamation Plant henceforth.

The dead freight office of the Frisco railroad is not what the name implies, in fact, it is quite a busy place. A carload of tins of honey which had been slightly damaged in shipment was received at the office recently and the men began the process of unloading. After the doors of the car were opened, according to Charley Smith, manager of the office, a couple of bees flew into the car. After a thorough investigation, they buzzed out seemingly in the best of humor. In an incredibly short period of time they returned with all the bees in Greene county. "It was not half an hour after the unloading began that there were at least a thousand bees swarming all over the platform and in the car," Charley advises. "We proceeded with the job but we had to be awfully careful not to make the little fellows angry. They were honey bees, and a honey bee will not molest a person unless they are first molested. So we did our best to act as though they were not there, but that was not such an easy proposition." The honey, Charles advises, was sold several hours after the unloading. However, the bees remained for approximately

three days after the honey had been moved. He remarked that if they hadn't left when they did that he had a sure way to suggest it to them. This way he stated was a fire hose and we agree that he had a very good plan of war arranged before the general retreat became apparent.

## MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

Susie Fry, daughter of Riley Fry, machinist, was married to Claude Rice, September the 16th. We wish them much happiness.

Mrs. J. R. Fisher and Mrs. T. E. King, wives of engineers, attended the Grand Chapter of the Eastern Star at St. Louis.

Regret very much to announce that Chas. E. Maxwell, while working at the new coal chutes, had the misfortune to have his foot run over and it was necessary to take him to Springfield hospital where it was necessary to have his foot amputated.

L. D. Criswell and wife made a visit to Birmingham.

Frank Bates, engineer, and the writer were in West Plains looking over the new Masonic Temple and where they promoted two candidates to the Masters' degree.

Raymond Lowe, son of C. T. Lowe, machinist, is now visiting at Lincoln, Neb.

Geo. W. Mitchell and son, Joe, are now in Little Rock.

Frank Haas, son of Wm. Haas, fireman, is now visiting at Little Rock.

Glenda Haynes, daughter of J. E. Haynes, fireman, is now in Memphis.

Ray E. Davis, fireman, is now in St. Louis at the hospital.

Mrs. J. T. Mooney and son, Bob, are now on a visit to Memphis.

Mrs. I. W. Hill, wife of car inspector, and Mrs. Harry Boas, wife of brakeman, are now on a visit to Springfield.

## LOCAL No. 3—SPRINGFIELD, MO.

JAMES L. CAMP, Reporter

Local No. 3 held its regular meeting Tuesday night, October 2. General Chairman H. D. Warren, Division Chairman Burl Hough and General Secretary Howard Pickens were present. Brothers Warren and Hough gave us some interesting talks on the good of the order.

Every member should attend meeting November 6 as it will be time for nomination of officers to be elected in December to serve in the coming year.

Herman Reason, yard laborer, recently went to Peach Orchard, Ark., and induced the former Miss Lily May Mustain that two can live as cheaply as one. Congratulations Herman, and we hope that Mrs. Reason will listen to reason at least part of the time.

Julius Chastain, yard laborer, was hit by a taxi while on the way home from work one evening recently, and was painfully injured. Mr. Chastain is recuperating at the hospital, but we are informed that he will suffer the permanent loss of one eye.

Arthur McClellan, yard laborer, accompanied by Richard Pickett, son of John Pickett, hoist engineer, returned recently from a week's fishing trip in the Arkansas Ozarks. Art reported very good luck and a fine trip.

We wish to extend our sympathy to the bereaved ones in the death of Clyde Chafin, brother of Garrell Chafin, yard laborer, recently at Nixon, Texas.

Leonard Clark, yard laborer, has just returned from a visit to the home of his parents at Myrtle, Mo. Leonard's father returned with him for an extended visit with relatives here.

Several of the boys have been trading

cars the past few weeks. Those included are Oscar Linder, Floyd Penn, Ben Davis, William Miller, Ray Van-Gilder and your scribe. Model A Fords seem to be the predominating car in demand.

Reports are that Chester Smith, yard laborer, recently was married. But Chester denies it. So we are inclined to believe it was all false.

ATTEND EVERY MEETING OF  
YOUR LOCAL.

## LOCAL No. 5-B—ST. LOUIS, MO.

D. L. PARKER, Reporter

Local No. 5-B met on October 5, regular meeting night. H. D. Warren, general chairman, system board, was present and made a wonderful talk about how each member should play his part in helping to make this local a number one good local; how each member should put his shoulder to the wheel and do everything that he possibly can do to make this local 100 per cent. The officers and good members are going to do all they can to meet Mr. Warren's demand.

H. A. Pickens, general secretary, system board, was in the city October 5. He spent the evening at 121 South Compton avenue, residence of D. L. Parker, checking over the records from April 1, 1933, to September 30, 1934. It was a little longer job than I expected. Mr. Pickens taught me just how the records have to be kept, a few things I did not know he made clear and plain to me. Glad to co-operate with him every way I can to help make this local 100 per cent. Mr. Pickens visited Local No. 5-B and made a very interesting talk, enjoyed by all the members who were present.

We extend sympathy to Richard Bass and family on account of his daughter's death.

## LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

C. Burnett, engineer of Tulsa, spent a few hours talking to old neighbors and friends around Newburg.

Mr. and Mrs. J. Umiauf visited relations in Monett.

Mrs. E. F. Fuller and Miss Mary Stags were St. Louis shoppers.

Mr. and Mrs. Harry Morgan, of Springfield, visited Mr. Morgan's daughter, Mrs. K. G. Stoll.

Mrs. S. T. Medlock is spending a few days with her mother at Conway.

The stork visited the home of Mr. and Mrs. Ferrel Barnett with an 11-pound daughter.

Mr. and Miss Iva Fite spent a few days at the Century of Progress at Chicago.

Mr. and Mrs. R. L. Painter and son, Jack; Mrs. C. D. Ward and sons, C. D. and Charles, and Miss Alice Flint attended the Cardinal-Cincinnati game on September 29.

Mrs. E. F. Fuller and Miss Mary Stags attended the Methodist Conference at Carthage.

C. Roach was seen riding around in a late model Chevrolet.

Mrs. P. G. Shockley, of Springfield, visited her husband, who is on the hill job.

Mr. and Mrs. Hellms are the proud parents of a ten-pound baby girl, born October 9.

## LOCAL No. 5—ST. LOUIS, MO.

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

Local No. 5 gave a dance September 21, which was well attended. H. L. Pickens, secretary to General Chairman Warren, and Joe Postner and a host of other friends of local members were pres-

ent. General Chairman Warren gave an instructive talk on the merits of our order at the October 5 meet.

Born to Mrs. Gene Pikesly a daughter, named Barbara Ruth, on October 1, weight 6 pounds 11 ounces.

Born to Mrs. Henry Prugger, on October 1, an 8-pound daughter, named Nancy Rose.

Mr. and Mrs. Ward Melton were called to Springfield on account of the sudden death of Mrs. Lydia Faught. Mrs. Faught was an aunt of Mrs. Ward Melton and the Amos boys.

George Condon had the misfortune to break his arm on October 3. He is getting along as well as can be expected.

We are glad to see Herbert Sellers back at work again, recovered from what seemed to be a serious injury to his eye.

John Abbot has a new Pontiac sedan. Mr. and Mrs. Neal Garner visited the World's Fair at Chicago, inspected the famous Slitz brewery at Milwaukee, and went to see mother nature doing her stuff at Niagara Falls during their vacation this summer.

W. B. Smith, boilermaker, here, and Mrs. Inez Jones, of Springfield, Mo., were married in Decatur, Ill., October 8, and are at home at 6338 Fyler Avenue. We wish to thank the "Kid", in behalf of all the boys, for those fine cigars. All wish them many happy years of wedded life.

Mr. and Mrs. Claud Deskin visited the World's Fair recently. From Claud's report, we judge that Mr. Ripley and Henry Ford have about stolen the whole show.

Mr. and Mrs. George Mott took in the World's Fair the latter part of August. They enjoyed their trip, from all reports.

## B. & B. DEPARTMENT SPRINGFIELD, MO.

ARTHUR BUNCH, Reporter

Charles Baron is reported getting along splendidly after an operation which was performed at the St. Louis hospital.

Roy Hill suffered the effects of a sore eye recently, which was the result of a wrench slipping while he was working on a bridge.

Clyde Cunningham, B. & B. foreman, was off work for a few days with an infection of some kind in his foot.

Roy Smith was called to Willow Springs, Mo., recently, on account of his father being very ill. Roy reports his father is getting better.

John Luttrell has been suffering for some time with a carbuncle on his arm.

Ed. Euliss has been on the sick list recently and had to be absent from work.

Oran Hill was pulled out of service while acting as foreman when Jim Carter laid off to go to the World's Series ball games, as the result of getting his motor car hit.

Mr. Gelwix, with Max Mitchell and his son Fred, went to one of the World's Series games at St. Louis, Mo.

## LOCAL No. 8—ENID, OKLA.

FRANK HARKEY, Reporter

J. P. Haley and wife motored to Durant, Okla., the past month to visit his mother, but he had to hurry back in order to gather his pears off a large tree about ten-foot high. He furnished all of his neighbors with pears, and now is having trouble finding a place large enough to store the other two pears—and they are not large pears, either.

Roy Jackson and family have returned from the Century of Progress in Chicago, where they spent an enjoyable week.

Walter Poe and wife, also, have returned from visiting relatives at Milltown, Ind., and the Century of Progress.

J. A. Barley has been off the past two weeks, ill. He is improving rapidly



as our news goes to press, and we hope to see him back with us before long.

Members of Local No. 8 and their families enjoyed a barbecue picnic, October 12, 6:30 p. m., at C. P. Clark's ranch north of Enid. Enjoyable games were played after dinner and a very good time was reported by all.

K. W. Recknagel, A. R. A. clerk, has been wearing the biggest smile we have seen in a long time. He says he is a father now and that Edwin Karl weighed eight and one-half pounds when he arrived September 27.

#### LOCAL No. 24

RAYMOND F. DEES, Reporter

John Garner and Miss Coidella Sanders were married September 15. Congratulations! John is the son of F. J. Garner, roundhouse foreman, here.

Mrs. O. B. Holmquist and daughter, May Belle, wife and daughter of locomotive inspector, were recent visitors in Memphis.

Machinist J. H. Branam was a recent visitor in Birmingham, Ala.

Carman Robert Lamm has returned to work after an absence of better than 24 months. Glad to see you back, Bob.

Third-class Boilermaker Dave Amison was a recent visitor in York, Ala.

Stationary Fireman J. T. Lewis has returned to work after an absence of three weeks.

We extend our sympathy to Howard Dyer in the loss of his father. The elder Dyer was around 80 years of age and had been ailing only a short time.

#### BACK SHOP NEWS

ALEX WATT and CLAUD CAMPBELL, Reporters

H. D. Warren, general chairman, F. A. of M. C. and D. E., was present at Local No. 1 regular meeting, October 1. He made a very interesting talk.

We are sorry to report the death of Marcia Johnson, daughter of Ben Johnson, which occurred on October 7. Mr. Johnson is a stencil cutter in the paint shop.

Fred Rubin, night machinist, is still off with an infected arm.

Al. Ball, stationary engineer, is checking off the days now until November 10. He says that the quail are a little scarce this year, but he will wager that he will get his limit.

Oscar Painter, machinist and wife have returned from a week's visit in Northern Missouri, where they visited relatives.

The boys of the back shop are glad to see Al. Boles back to work after having been off, suffering with injuries he received when he fell in the drop pit in the roundhouse.

The shop boys extend congratulations to Leo Ketchel and wife, who announce the birth of a daughter on October 8. They have named her Bernadine.

Mrs. Claud Campbell, wife of Claud Campbell, your scribe, has returned from St. Louis, where she visited her sister, Mrs. Emma Von Gunden.

Irvan Burges, of the McCurdy Paint Company, and family, and Dean Peck, chairman of the shop committee, and wife spent a few days fishing on the Lake of the Ozarks. They report a very fine catch.

The boys in the north shops are trying to get back to normal after the excitement of the World's Series.

Dick Tyack, machine foreman, and wife have returned from their vacation, which they spent fishing on White River.

Bud Dailey, of the machine shop, is spending his vacation fishing in the Lake of the Ozarks. He says that the fish are large.

Miss Betrenia Watt, daughter of Alex Watt, sheet metal worker, attended the Inter-Collegiate Press Convention in Chicago. While there she attended the World's Fair. She is a senior in Drury

College and editor of the Drury Mirror.

An interesting reunion is being held this week in Hillsboro, Ill. The three Millard brothers, all past eighty years of age, Phillip A. Millard, 86, of Beltingham, Wash.; Charles H. Millard, 82, of Springfield, Mo., are meeting with Frank Millard at his home in Hillsboro. They are all in good health. Charles H. is a carpenter and was an employee of the Frisco until the retirement of age limit. He has been a resident of Springfield for 48 years.

#### MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

FRANCIS N. JONES, Reporter

Among those who attended the World's Series in St. Louis were: E. J. Espelin, Lee Harder, Fred Barnhart, Joe Fahey and Francis Jones.

Mr. and Mrs. Dennis Howard and small daughter, Neva, visited Mr. Howard's mother in Francis, Okla., the early part of October.

Mr. and Mrs. Ray Stewart have returned from a visit in the East. They also attended the World's Series games in St. Louis.

Wm. Temple and Robert Bonner attended the World's Series games in St. Louis.

Grover Goode has returned from a visit with relatives in Mena, Ark. Mr. Goode's father, of El Reno, Okla., accompanied him on the trip.

Mr. and Mrs. A. K. Watters had a most enjoyable visit with friends and relatives in Texas this summer. King has a catfish story which is too long to relate here, but I am sure that he will furnish details on request.

H. D. Warren, general chairman of the Frisco shop crafts, was a visitor here the latter part of October.

Tony Phelps, of Tulsa, was a visitor at the shops, the 17th of October.

We wish to commend the men who handled the World's Series train out of Oklahoma City, especially Mr. Jordan, who seemed to have unbounded energy, and we heard several very favorable comments on the trip. It made us quite proud that we were Frisco employees.

**Reductions in freight rates on live stock and feeds made by the western railways in the drought-stricken areas resulted in a loss of revenue to those carriers amounting to \$3,593,000 in the period from January 1 to August 1, 1934. When the similar loss in revenue through reduced rates on live stock and feeds made by fifteen western railways in 1933 is added to this total, the contribution of the western lines to the relief of agriculture has been in excess of \$4,100,000.**

The normal charges upon this traffic in 1934 would have been \$105.72 per car. Under the rate reductions voluntarily made by the western railways, this business was actually carried for \$63.09 per car, or for 59.67 per cent of the normal rates. In other words, there was a saving to the shippers of 40.33 per cent of the normal freight charges, this saving averaging \$42.63 per car.

—L. E. WETTLING, Manager, Statistical Bureau, Western Lines.

#### "FROM THE WATCHMAN'S SHANTY"

Railroadin' doesn't mean to me

Just an engine on a track,  
Nor a sandhouse nor th' office

Of th' master maniac;  
It's not just to know th' feelin'

Of a seatbox in th' cab,  
Or to hear th' airpumps wheezin',  
Or to feel th' drivers grab.

An' it's not th' sounders clickin',  
Nor th' brass-tongued whistle's  
wail—

Or to see th' local humpin'  
With Number Ten right on 'er tail!

It's not just th' little pumphouse,  
Down b'low th' river bank,

With a wheezin' pump an' boiler,  
An' a coal pile, an' a tank.

There's a subtle fascination  
In th' "jack's" deep-throated roar—  
But that alone can't make a railroad,  
For it's all o' these an' more.

It's th' men who keep 'em rollin'—  
Ever'thing a-clickin' fine—

It's that sorta chummy feelin'  
Among th' boys along th' line.

For when a train goes poundin' by me,  
Tain't just a string o' cars I see,

But a grimy hand that's lifted,  
Like a friendly word to me.

Tain't equipment, signals, orders,  
Or th' dee-pos 'long th' route;  
Loaded cars don't make a railroad—  
It's th' men who wheel 'em out!

—GUY PHILLIPS,

#### NECESSARY SERVICE

Railroad service is necessary service. No matter what happens it cannot be allowed to fail. Railroad service has thus far been supplied by private capital: that is, the railroads have been built, equipped, and added to by the expenditure of dollars saved out of the incomes of private individuals.

These individuals were not thinking of the public needs; they were looking for an investment for their savings that would pay. Destroy railroad profits and you dry up the stream of capital that has thus far built, improved, and extended the railroads.

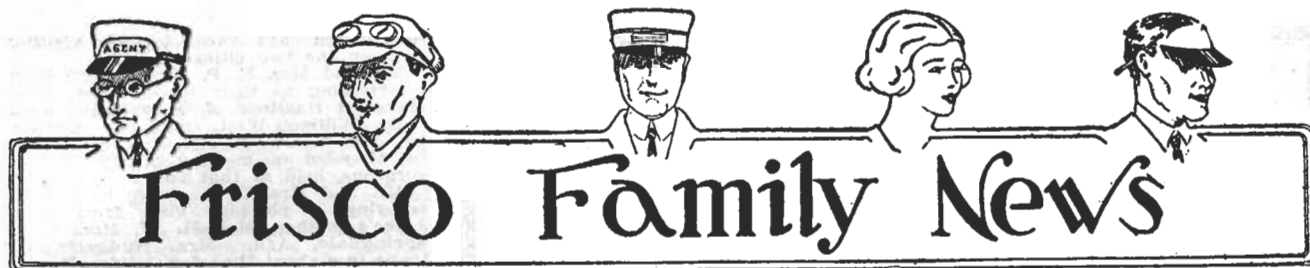
—From the Executive's Magazine.

#### THE HONOR ROLL

(Continued from Page 8)

This business has been worked up to its present status over a period of several years, and Miss Hoffman continues to give it her personal attention.

She was commended by the presidents of both clubs at Springfield and by her superior officers.



# Frisco Family News

## EASTERN DIVISION

### LOCOMOTIVE DEPARTMENT MONETT, MO.

MARGUERITE FROSSARD, Reporter

Oren Davis, supplyman, and family enjoyed several days' visit with relatives at Jefferson City the first of October. Also stopped at the Lake of the Ozarks for a short while on their return trip, thinking they might snare an unsuspecting fish—but no luck!

An ulcerated eye has caused T. L. Hanlon, locomotive inspector, to lose considerable time during the past six weeks, but he is now able to be back on the job, aided and abetted by a pair of colored spectacles.

Omaha, Nebraska, was the place selected by W. G. Kinsie, lead machinist, and family, for a week's vacation trip and visit with relatives.

And still the Century of Progress Exposition continues to draw enthusiastic and animated visitors. Raymond English, machinist apprentice, and wife are spending a few days there at this time, and L. A. Coggin, machinist, has just returned.

A group of ardent Cardinal fans (and believe you me, our numbers were legion in this tense, exciting World's Series) journeyed to St. Louis, on October 6, only to see their heroes slaughtered in an ignominious defeat of eight to four. Those participating in the jaunt were Wm. Walpert, J. C. Harrison, Ted Hall, and Arthur West. Even though it was a Tiger victory, there were plenty of thrills and excitement, according to our local representatives.

### OFFICE OF GENERAL MANAGER

ORVILLE COBLE, Reporter

We extend our sympathy to Mr. Shaffer in the loss of his sister, Mrs. W. H. Ownby, of Maton, Ill., who passed away October 14.

Miss Mildred LeBolt lost several days this month due to illness.

Miss Kathryn Risser enjoyed a visit in Oklahoma City with her sister, Marjorie.

E. W. Smith is now at home in Springfield, his family having moved here from Cape Girardeau.

We have a new silent typewriter in the office; possibly a good machine for reporter's use.

### OFFICE OF SUPERINTENDENT TRANSPORTATION

EULA STRATTON, Reporter

Well, October visited the sun-splashed, autumn-tinted Ozarks bringing with it the glorious fun of the World Series with the reporter holding four winning Jackpots, which was most unusual. Others to thrill at spectacular winnings were Maud Mills and Muriel Iseninger, each winning three in one day and H. W. Johnson winning one valued at \$10.00. But the most thrilling of all was when Adolph "Bud" Fellin, nephew of Savina

Fellin, won \$2,588.00 on a 25c ball ticket—the 8 high teams. "Bud" lives in Peoria, Ill., and was his family thrilled at the wire they received from him telling of his winnings! Congrats Mr. Fellin!

A Frisco party from this office to see the Sunday game of the Series in St. Louis was composed of Irene Schaller, Lillian Yates, Eunice Hagerman, Joanna Brady, Helen Heflin, Lela Pride and Maud Mills, and they certainly had a grand time.

Speaking of sun-splashed October in the Ozarks—well, there is just no place in all the world like it to go fishing—at least that is the view of Helen Deckert who went with a party of friends on a three-day fishing trip to the Lake of the Ozarks, stopping in a rustic cabin near Lovers Leap, and Ripley if not, Helen caught a 26-inch Jack Samon.

Anna Helbig and Savina Fellin also took advantage of the ideal fishing weather and motored to the White River Dam where they too made good catches.

Bertha Sutherland spent a few days in Lebanon; Lenna Solomon visited her nephew, Lynn Solomon, Sunday, October 7, at William Jewel College in Liberty and the same week-end Lillian Brooks and a party of friends toured the Ozarks stopping at Roaring River, Harrison, Eureka Springs, and returning by way of the School of the Ozarks. They certainly are Ozark Boosters. Mr. and Mrs. Oran Rowton enjoyed a similar trip last Sunday, stopping at Eureka Springs and Roaring River.

F. H. Masters, general car distributor, vacationed in Wichita, Kan., spending a week entertaining grandbaby Nancy.

Emma Granade and Mary Dearing left October 1 for a three-week visit in California and both report a lovely trip and like California almost as well as their home state.

Bessie Huff was away from the office several days account illness but is now much improved; also Ola Barnes is still away on leave but understand improving nicely.

We've been having visitors too! Eleanor Buchanan of New York City, formerly employed in this department, dropped in to see us last week after a 7-year absence. Miss Buchanan has a responsible position in the big city and enjoys living there.

Mrs. F. L. Austin of Long Beach, Cal., is visiting her sister, Mary Prophet, and Mrs. Susan Bell of Pampa, Texas, is spending quite some time with her daughter, Gladys Bell.

And I must remember to tell you about a gay party held in the home of Irene Schaller recently. It turned out to be a surprise Tacky Party and those attending were: Catherine and Florence Lyons, Jessie Laub, Lela Pride, Helen Heflin, Mary Howell, Merle Platte, Bessie Huff, Irene Boren, Amy Cummings, Luna Wilder and Lillian Yates.

### CLINTON AND OSCEOLA SUBDIVISION

MRS. A. W. LIFFEE, Reporter

With the World Series over and the famous Dean Brothers making their tour, they will be in K. C. Friday night. Then things again will be back to normal.

George Church, brakeman, who has been in the hospital for the past three months is improving.

Stanley Graham, son of W. S. Graham, has returned from a two weeks' vacation spent in Omaha, Neb., and Kansas City.

Friends of Mrs. John Balke welcomed her back to Clinton after living in Springfield for the past year. Mrs. Balke entertained the Auxiliary of the Engineers of Springfield last week—about twenty members motored up and enjoyed a very pleasant day.

The Hi-line has enjoyed very good business the past few months. Most of the boys who have been off for long are back working.

C. B. Staples, engineer, is remodeling his home.

### OFFICE OF DIVISION AND STORES ACCOUNTANT SPRINGFIELD, MO.

ILA COOK, Reporter

Bobby, small brother of Miss Zella Shawley of this department, has entered the Shriners' hospital for the third major operation in three years. He was severely burned when some playmates threw coal oil upon him.

Miss Maie Beaman and Barbara Murray spent three days during September vacationing in San Antonio.

E. G. Sperry has again taken over the responsibility of the inventory. L. B. Reed is acting head of the Analysis department in the absence of Mr. Sperry.

This work has also given another member of this office a "boost." William Powell, messenger, is assisting Mr. Sperry while Norman Sutton is acting messenger.

Good things come to those who wait and work hard enough. Donald Hoehle worked very diligently the past month in the contest at Heer's Department Store. The prize was an automobile that would really run, and Donald is having the pleasure of driving it.

Jack Lodge, son of Mr. and Mrs. J. R. Lodge, has returned from an extended trip over the coast of California. While there, Jack worked when he wanted and visited when he got tired of working.

Mr. and Mrs. W. O. Long, Fort Scott, Kan., have been the guests of Miss Ila Cook and her mother. They returned home after having enjoyed a two weeks' vacation at Reelfoot Lake, Martin, Tenn., Chaffee, Mo., and other Southeast Missouri towns by way of Hollister and the Shepherd of the Hills country. Like everyone else who goes to visit the scene of that wonderful book, Bill says he is going right home and read the book again.

### MONETT YARDS

LINZY LLOYD, Reporter

Extensive improvements are being made in the Monett Terminal. Some of the wooden bridges are being replaced with concrete and steel. Station platforms are being raised and others re-laid. Approximately eighteen carloads of material have been used in this project.

Mr. and Mrs. Earl Monroe attended the World Series ball games both in St. Louis and Detroit. They report a de-



This is one of a series of advertisements sponsored by railroad employe magazines which comprise The Kellogg Group; it is designed to acquaint advertisers with the railroad family market.

## A MERCHANDISING SERVICE

... a much over-worked term which we dislike to use.

However, it is the only phrase which accurately explains a service which we have created and which operates through our Division Correspondents' Organization.

It enables us to give advertisers

## COMPREHENSIVE MERCHANDISING CO-OPERATION IN STRATEGIC TRADING CENTERS—RAILROAD TOWNS

This organization concentrates its work on the jobber, the retailer, and on the consumers, who are, in this case, railroad people. It is done through personal calls, letters, survey work, and stimulating the interest of retailers in our advertisers, and in the pushing and displaying of their products.

We have been genuinely successful in accomplishing tangible results for certain of our advertisers.

We would be glad to write you in detail concerning this organization and its work—how it could be applied for you. We would be pleased to submit evidence of its effectiveness for some of the leading national advertisers. Address us:

### THE FRISCO EMPLOYEES' MAGAZINE

835 Frisco Building  
St. Louis, Mo.

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Norfolk & Western Magazine  
The Rail  
The Railroad Employee  
The Santa Fe Magazine

## The KELLOGG GROUP, Inc.

176 W. Adams St., Chicago, Ill.

522 Fifth Ave., New York, N. Y.

lightful ten days' vacation while visiting between the two cities.

Mr. and Mrs. E. P. Hogan have been entertaining as their house guest, Miss Margaret Hastings of Osawatimie, Kan.

Dr. William West, our local surgeon, has just returned from St. Louis where he attended a meeting of the Frisco surgeons, held at that place.

Mr. and Mrs. H. L. Joyce have been enjoying a pleasant visit from Mrs. Joyce's mother, Mrs. H. W. Hudgen of Springdale, Ark. Mrs. Hudgen will leave in a short time for California and from there will sail for Honolulu where she will visit her brother. She expects to be gone about six months.

C. J. Kunz, local agent, went to Springfield where he attended an accident Prevention and Better Service meeting.

Mrs. A. T. Brown, widow of the late A. T. Brown, local agent at this place, was married to Lynn Ramey, of Cape Girardeau, Frisco roadmaster. The wedding took place in St. Louis, and after a visit at that place they will return to Cape Girardeau where they will make their home.

W. S. Lester, formerly passenger conductor on the Kansas division, having been retired from service account of ill health, passed away at his suburban home near Monett recently. A large number of out-of-town friends attended his funeral.

### GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

DOROTHEA HYDE, Reporter

A sigh of relief, hot weather has at last ceased. We're all full of pep and are we going places and doing things? Barbara Murray and Maie Beaman have been vacationing in San Antonio, Texas. The young ladies seem to like it there for they go every year, and we're just wondering—what is the attraction? The same moon that shines there, shines here, girls, it just doesn't look so large. Anyway, Barbara says she would like to make her home there. I think we better start saving our pennies. What do you say?

Hugh FitzJohn of Tulsa, brother of Jacque FitzJohn, spent the week-end of October 14 in Springfield with the folks at home.

Mr. and Mrs. A. W. Blume motored to Columbia, Mo., and spent a pleasant Sunday with their son, Paul, recently.

Hap Gibson went to Chicago to see the city in general, and you know he ended up out at that Fair again. He reports the grandest time in a long time. Take it from us, he didn't miss anything either.

Jake Fullerton's car wouldn't start. Homer Weber thought he would be the good Samaritan and went down to Jake's house to help him start out. They did a good job, for the car started and Jake drove off with Homer following. Jake hadn't gone but about a block 'till he heard a crash. He looked back and Homer was driving on the wrong side of the highway and got hit. The boy who hit him was an ex-prize fighter, so he thought it best not to argue. The result was, about all Jake got out of the deal was half interest in a new paint job on Homer's car. We hope in the near future Mrs. Weber will take Homer out for a little airing and teach him to drive the little wagon.

H. G. Mayabb and family of Flagstaff, Ariz., spent a few days of this month with his brother, E. A. Mayabb and family.

Mrs. J. C. Kerr and grandson, John Robert Gibson, went to St. Louis September 27 to visit friends.

Mrs. Clyde Fullerton has just returned from an extended visit with her sister in Chicago.

Glad to report one of our number was lucky enough to see one game of the World Series, it being none other than Al Denham. Seeing is knowing, and he now knows that Joe E. Brown has the "biggest mouth!"

Paul Lowery has been having an awful time. The last two games of the series he bet on the Tigers. His wife took the Cardinals, and the winner was to be boss for the evening. Paul lost both times—to find himself caring for the baby, washing dishes, sweeping, etc. The last night he put something in the sink and stopped it up, and on top of having to unstop the sink he messed the kitchen all up and had to scrub the floor. Said he sure was worn out when time came for bed and then she had the crust to make him unlace her shoes. Am sure if Mrs. Lowery could have heard him laughing and telling how he was going to make her mow the lawn if he won, she would have made it harder on him than she did.

Inventory has brought back for a short time some of our girls matrimony took away. They are Mrs. Hart Howard, Mrs. Fred Scharf, and Mrs. Dean McFarland. Another that cannot be forgotten is that little good natured red haired Ruth Uselton. She is working on inventory, too, and is she a sensation around this place?

Mary Ella Weber, daughter of Mr. and Mrs. Homer Weber, fell at school and broke her arm recently. Homer reports she is getting along nicely.

D. W. Morton, father of Madge Morton, is at the present time quite ill. The earnest hope of this office is that he will soon recover.

#### SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

C. A. Hamm, signalman, Springfield, is spending his vacation with his daughter, Mrs. Ed Krouse, at Wakeeney, Kan. Mr. Hamm always looks forward to these visits with a great deal of pleasure and we are sure he is having his usual good time.

Mrs. Albert Barnett, wife of signal maintainer, Cordova, Ala., is visiting in Hoxie, Ark.

B. M. Shaller, signal maintainer at Marion, Ark., Mrs. Shaller and son, Robert, visited in Osceola, Ark., recently.

C. H. Johnson who has been temporarily employed as draftsman in this office for the past few months has resumed his duties as assistant signalman in system repair gang.

Roy Testerman, signal maintainer, Rosedale, and Mrs. Testerman visited relatives in Norwood and Buffalo the middle of last month.

#### DIVISION STOREKEEPER'S OFFICE SPRINGFIELD, MO.

PEARL A. FAIN, Reporter

Understand Mr. and Mrs. Jack Gannon and Junior journeyed to St. Louis via Frisco one week-end recently.

The steel bridge gang under B. A. Kilburn and B&B men under Ebb Nease have finished the clearance of tracks in the abandonment of the Chadwick Branch south of Ozark, Mo. It hardly looks natural now to enter Ozark without going under the old bridge which has stood there for years.

Geo Mutz is quite proud of the new Ford V-8 truck which he has been operating for the Frisco for the past two month, though we have failed to mention it.

The mascot of the storeroom died sometime during the night of September 18, having been hit by a switch engine. Our mascot had no particular name, always answering to "Here, Dog," but he had been a friend of the employees for the past seven or eight years and was judged to be about fourteen years old. However, a pretty cat has wandered in to take its place and it is beginning to be quite a pet.

Anyone wishing to purchase wooden buttons, buckles, or what-have-you—call at the home of "Uncle Joe" Wilson at 1634 N. Clay, and see his assortment.



**THERE, JACK! WHAT DID I TELL YOU!  
LAVA SOAP GOT ALL THAT GRIMY  
GREASE YOUR SHOP SOAP LEFT.**



### How Lava gets any grime fast . . . Helps prevent infections

Tomorrow night, after the whistle blows, look around you in the wash-room. More than likely you'll find most of the men washing up with Lava Soap.

Ask any one of them why and he's likely to say, "because it gets grime faster than any soap made and, besides, it's easier on the hands."

Here's how Lava works. Its thick, heavy lather and fine, powdery pumice team together to get any grime in less than a minute. Sooth-

ing glycerine—used in most expensive hand lotions—and other oils in Lava protect the skin, heal up little nicks and scratches, keep hands from cracking.

Lava helps prevent infections because it kills germs. Against most deadly diseases it is even more effective than carbolic acid.

Lava outlasts ordinary soap 3 to 1. Works well in any water, hot or cold—hard or soft. Get Lava today.

**Takes the Dirt . . .  
Protects the Skin**

A Procter & Gamble Product



You'd really be surprised.

Bill White is now the driver of a new Plymouth coupe and he certainly is proud of it. He tells us it is equipped with radio, heater, is air-conditioned and is really an all-around up-to-date car. Ask him for a demonstration.

### MILL ST. PASSENGER STATION SPRINGFIELD, MO.

W. S. WOOD, Reporter

Charles F. Hallsman, traveling passenger agent, Union Pacific, and Mrs. Hallsman will attend the American Association of Railroad Ticket Agents' Convention in Mexico City.

You can add to your list of embarrassing mistakes, the attempt of a young woman to mail a letter in one of the gum machines.

We believe in observing the rule to make telegrams brief. The other night when we wired the Pullman conductor on 105 we just said "Woolworth," because the only space we had sold was 5 and 10.

### OFFICE OF GENERAL AUDITOR ST. LOUIS, MO.

LARRY KNEEDLER, Reporter

Chicago seems to have been the popular place for vacationists this summer. During the past month, delegates from these departments to the Century of Progress were as follows: Helen Auman, Betty Basman, Betty Parry, Esther Church, G. R. Woods, Genevieve Vilsick and Alberta Huelskoetter. (We think Alberta went to the Fair.)

Gen Vilsick together with Katherine LeHoullier of the traffic department, spent only three days in the Illinois city. They went to Detroit to get in on the second game of the "World Serious." Gen met many movie actors and "big-time" press-men.

Elsie Recks spent several days at the Frisco hospital after having her tonsils removed. She is back at work now and going as good as ever.

Marge Droste spent her vacation visiting relatives in New Orleans and Dallas.

Pete Gentile has left us to take a position in the traffic department. We hate to see Pete leave, but we wish him good luck and hope he gets on steady.

Helen Auman and Betty Basman, the only rivals of the original Gold Dust Twins, weren't satisfied with a week-end in Chicago. They had to pack up and leave for Washington and New York for a week.

Quite a few from this office attended the Christian Brothers' College Rodeo, held at the arena last month. We were there one evening and happened to spy Jerry Willis talking to one of the cowboys. We strode up behind them and heard Jerry asking the cow gentleman questions. Jerry asked first about this thing, then about that thing, etc., and the man seemed to be getting exasperated. "And why," we heard Jerry ask, "doesn't that cow over there have horns?" "Well, mister," the man replied "There's various reasons why a cow don't have horns. Some are born without horns, some lose them in fights with other cows or through sickness, and some we de-horn. But the reason that that cow ain't got horns is that ain't no cow, that's a horse."

Oh well!

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Virginia Lee Mills, daughter of R. Mills, chief clerk, was awarded first

prize in the school childrens' flower garden contest sponsored by the Garden Club. Virginia is a great lover of flowers and her prize garden was composed of wild flowers she had gathered on frequent trips through the Ozarks.

Mrs. A. M. Mayfield, of Springfield, was the guest of her son, W. L. Mayfield, general yardmaster, and family for a week. We think the main attraction for her here is that wonderful little great-grandson, Mackie Mott.

The Frisco Employees' Club furnished the program at the Saturday Ad Club meeting, October 13th. The entertainment feature was given by some of the talented children of employees and was enjoyed by an audience of 650 people.

G. D. Shreve and Jesse Newberry, switchmen, are the latest purchasers of a club house sight on White River, and plan to begin building operations early next spring. W. C. Bray, engineer, has his cabin now under construction. Several sportsmen are contemplating the erection of cabins near the same location.

A big fox hunt at Star School House, 20 miles from Monett, September 24th, attracted quite a crowd of hunters from Monett. Just when the race was going good and the hounds were sending forth their most musical notes the trail suddenly ended, and upon investigation it was found they had run on a yard clerk from Monett who was sitting on the river bank fishing, and in the excitement he had sought safety in a tall tree nearby.

Mrs. C. J. Kunz, wife of our agent, is proving herself to be quite a Frisco booster. Not wanting to see a passenger lost to the bus she took her own car and drove the party to Joplin, where connection was made with a Frisco train to Kansas City.

J. H. Shockley, bill clerk, has been making quite an enviable record at Roaring River lately, bringing home some fine specimens of rainbow trout.

The Frisco Employees' Club held its first banquet and smoker, October 18th, at the Broadway Hotel. Plans were discussed relative to the program for the coming winter.

Mrs. C. J. Kunz and son, Charles, are visiting with Mrs. Kunz' sister, Mrs. Minnie Murphy, of the Gatesworth Hotel, St. Louis.

## SOUTHWESTERN DIVISION

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

W. C. HAMILTON, Reporter

O. H. Reid, general agent, Tulsa, was a recent visitor in this office, having spent a part of his vacation here.

E. T. Conner, city ticket agent, spent his vacation visiting in St. Louis and Kansas City.

W. G. Brown, retired conductor passed away the morning of the twelfth. His remains were taken to Kansas City for interment, leaving Oklahoma City on No. 4, the morning of the thirteenth.

L. W. Price, retired general agent, was a visitor in our office recently. Mr. Price is in fine health and we are looking forward to several more visits.

A. F. Kline, from the traffic department, Memphis, is filling the vacancy of E. T. Conner while the latter is on his vacation.

Miss Virginia Estes, daughter of D. L. Estes, operator, Union Station, who is attending Lindenwood College at St. Charles, Mo., was elected secretary of the freshman class this year, quite an honor for her. It will be remembered that she won the scholarship from Oklahoma last spring.

Mrs. Roy Sloan, wife of operator, this office, spent a week-end recently visiting with her mother in Sapulpa.

Lucille Battern, secretary to Mr. Huggins, is quite a golf fan, having spent most of her vacation on the links, and reports a fine time, with a few prizes in addition.

Mrs. Quilla V. Hawkins, mother of Mrs. D. L. Estes, passed away October 1. Her remains were taken to Vernon, Texas, for interment, accompanied by

### H. F. WILCOX OIL & GAS CO.

"Discoverers of the Wilcox Sand"

Gasoline Fuel Oils  
Kerosene Motor Oils

L. D.—465 Tulsa, Oklahoma

### Midvale Coal Co.

HIGH GRADE STEAM  
AND DOMESTIC COAL

Chemical Bldg. ST. LOUIS, MO.

### STANDARD BRAKE SHOE & FOUNDRY CO.

Railroad Steel and Iron Castings,  
Brake Shoes

PINE BLUFF, ARKANSAS

## 'M-F'

### Lock Nuts and Water-Tight Bolts

Used on Rolling Stock of  
Leading Railways

MacLean-Fogg Lock Nut Co.  
Chicago, Ill.

## GLOBE OIL AND REFINING CO.

REFINERS OF  
GASOLINE, KEROSENE, DISTILLATE, GAS OIL and FUEL OIL

Refinery on Frisco Lines—BLACKWELL, OKLA.

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

Mr. and Mrs. Estes.

Baseball interest in Oklahoma City reached a sizzling heat when the St. Louis Cardinals won the National League pennant. When the world series games were announced for Friday, Saturday and Sunday, October 5, 6 and 7, in St. Louis, we were able to get the Oklahoma City Times and the Daily Oklahoman to sponsor a "World Series Special" over the Frisco from Oklahoma City. When the special pulled out the evening of October 4 they had 114 first class and 21 coach passengers, more went Friday night, and even Saturday No. 10 had several passengers going up for the Sunday game. They returned on a special train out of St. Louis Sunday night, operating as second No. 9. Walter Harrison, managing editor of the Oklahoma City Times and Daily Oklahoman, headed the Oklahoma delegation which was composed of prominent business and professional men with a good sprinkling of wives.

LeRoy Fuller, son of L. A. Fuller, station master at Oklahoma City, was voted the most popular boy in the sixth grade at Jefferson School for commission in the junior police, and was given his commission on October 5. Now his daddy hesitates to let him ride in the automobile for fear of getting arrested for traffic violation.

#### TRAFFIC DEPARTMENT TULSA, OKLA.

MARGERY A. O'BRIEN, Reporter

They're choosing Tulsa—new industries coming here from other parts. The Larkin Packer Company, of St. Louis, recently constructed a warehouse in Tulsa on Frisco tracks; Charles N. Hough Manufacturing Company, of Franklin, Pa., leased a building on the north side, L. L. Reid, formerly of Franklin, being appointed representative.

FERA relief homesteads for Tulsa approved by Carl Giles, administrator, the houses to be built on the tract of land secured, approximately 800 acres of tillable and 105 acres of wooded land, will cost in the neighborhood of \$2,300.00 and will accommodate two hundred families.

Mr. and Mrs. F. A. Connell spent their vacation visiting with relatives and friends in St. Louis. They also attended the World's Fair.

Mr. and Mrs. O. P. Rainey also spent several days in Chicago visiting with friends and taking in the Fair.

Don't want to overlook mentioning the recent marriage of Charles Berry, secretary to General Agent C. S. Hall, at Cincinnati, and Mary Louise Shofner, daughter of Mr. and Mrs. Price Shofner, of Little Rock, Ark. After a honeymoon trip to New York, the newlyweds returned to Cincinnati. Charles was formerly an employee of the traffic department, Tulsa, and we all extend our very best wishes for a long, happy life.

Oklahoma continues to produce the best ballplayers—you will all recall the Dean boys in the recent series—they are home again, visiting with their parents.

We were pleased to have a visit today from Mrs. W. L. Pendleton, wife of W. L. Pendleton, agent at Vinita. Mr. Pendleton was formerly soliciting freight and passenger agent of this office.

We enjoyed some nice passenger revenue, due to special train to St. Louis from Tulsa on the night of Thursday, October 4, carrying fans to see the world's series played in St. Louis.

Mr. and Mrs. Dan Rogers spent their vacation in the East. Mr. Rogers reporting they had a nice trip, but that he was glad to get back home.

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

EDNA A. WOODEN, Reporter

Mr. and Mrs. Felix Lance are happy

over the arrival of a little son born October 15, to whom they have given the name of Arlen Ray.

R. D. Sanford, city detective and former sheriff of Tulsa County, died in a Tulsa hospital the night of October 13, of pneumonia. Mr. Sanford was stationmaster for the Frisco several years ago and made many friends who will be saddened to hear of his death. Our sympathy is extended to his family.

B. H. Terry, brakeman, has returned to duty after being absent for some time account of illness.

Lewis Simmons, crossing watchman, passed away at his home in Red Fork, October 17, following an illness of pneumonia. Mr. Simmons was formerly conductor on the Southern division and has many friends who will be grieved to hear of his death.

Mr. and Mrs. P. R. Jeck, also Mr. and Mrs. J. J. Daley have returned from Chicago where they spent several delightful days visiting a Century of Progress.

#### RIVER DIVISION

##### HAYTI, MO.

JIM APPLING, Reporter

Mrs. F. C. Larson, wife of F. C. Larson, roundhouse foreman, has returned home from the World's Fair in Chicago.

Robert Appling, son of J. J. Appling, machinist, has returned to Denver, where he is attending college.

J. M. Myers, engineer of Hayti, has retired after many years of service, account of ill health.

Miss Oli Kelly, daughter of Brake-man Kelly is attending Central College at Bayet, Mo.

##### CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

On October 20th the State Champion Golden Troopers, Drum and Bugle Corps of the Louis K. Juden Post of the American Legion, Cape Girardeau's own pride and joy, will leave for Miami, Florida, where they will take part in the National Convention of the American Legion, which is being held in that city. The Legion has chosen the Frisco and Southern Railroads for the official route and the special train will leave St. Louis on October 20th, going via Frisco to Memphis and Southern out of Memphis.

Well, the World's Series is over and I'm mighty glad. My team lost so I came in for the usual amount of razzing. However, I'm still for Detroit.

Our sympathy is extended to Edgar Willer, cashier, whose grandmother died October 1st. Mrs. Willer, who was 82 years old, had been in poor health for sometime.

C. Johnsen, operator, who has been working the third trick at the passenger station for some time, has bid in the job of cashier-operator at Poca-hontas, Ark., and has moved to that city.

Our congrats to L. Ramey, roadmaster, who was married recently. Mr. and Mrs. Ramey are now residing in Cape Girardeau and we wish them all the happiness possible.

#### SUPERINTENDENT'S OFFICE

J. A. CHRONISTER, Reporter

Mrs. E. A. Werlla, of Temple, Texas, spent a few days with her brother, W. H. Williams, yardmaster, Chaffee.

H. F. Madison, chief clerk, Chaffee, returned to work October 15th. Mr. Madison was in the Frisco Hospital,

# RAILROAD MEN'S SMOKE MEETS TEST OF DEATH VALLEY

**Edgeworth in perfect  
condition despite dry,  
hot country**

Railroad men, who like their tobacco in perfect condition, will be interested in this letter from Leo Hudspeth, a member of an engineering and geological field party in Death Valley.

245 East Base Line Road  
San Dimas, Calif.

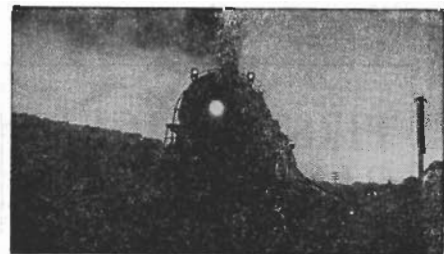
Larus & Bro. Co.,  
Richmond, Va.  
Gentlemen:

I would like to say a word for your vacuum packed tins of Edgeworth. Last summer I spent a month in Death Valley on an engineering and geological field trip. We took several pounds of Edgeworth, all in the vacuum tins. Soon after arrival each of the vacuum tins was opened so that the several members of the party could replenish their pouches. Of course, we kept the lids on the tins.

The thermometer was around 130° to 140° of dry blistering heat, but during all this time none of our tobacco dried out the least bit.

Very cordially yours,  
Leo Hudspeth

If your tobacco is not in perfect condition, why not try Edgeworth in the vacuum tins next time? Vacuum packed Edgeworth is sold in several sizes. It is the same Edgeworth—the only difference is the packing in the round air-tight tins. Don't forget that there is the standard 15¢ pocket package, and other sizes up to the pound humidior tin. Edgeworth is a blend of only the tenderest leaves of the Burley plant—what tobacco



Railroad pipe smokers are Edgeworth fans

consists call "the mildest pipe tobacco that grows." It is blended and treated by men long skilled in holding that different Edgeworth flavor. Give yourself and your pipe a treat by filling the bowl with Edgeworth next time. It is made and guaranteed by Larus & Bro. Co., Tobacconists since 1877, Richmond, Va.



St. Louis, from October 8th to 15th. Mr. and Mrs. Genest Morgan are the proud parents of a 10½ pound boy, born October 12th.

Mr. and Mrs. W. S. Johnston spent October 5th and 6th at Piggott, Ark., attending the County Fair. Mr. Johnston entered his Percheron stallion in the horse show and brought home the blue ribbon.

Mr. and Mrs. C. B. Crocker visited friends and relatives in St. Louis, October 7th and 8th.

While attending County Fair at Carrollton, Ill., in September, Mr. M. H. Stubblefield, retired train dispatcher, Chaffee, fell and fractured a bone in his right hip. We are glad to report, however, that Mr. Stubblefield is back home and getting along nicely.

Mrs. J. L. Mumma has been in the hospital at St. Louis the past few weeks. Mr. Mumma advises Mrs. Mumma is getting along fine and expects to return home this week.

## NORTHERN DIVISION

### OFFICE OF SUPERINTENDENT FORT SCOTT, KANS.

BLANCHE BICKNELL, Reporter

L. J. Timberlake and wife have returned from a week's vacation spent in Chicago, visiting relatives and friends, and taking in the World's Fair. Mr. Timberlake says he certainly enjoyed Sally Rand in the "bubble dance". The Timberlakes were accompanied to Chicago by their friends, Mr. and Mrs. John Balocca.

Mrs. A. D. West, wife of switchman, is visiting relatives in Detroit.

Yard Clerk Marvin Darling worked a few days in the trainmaster's office, relieving Car Tracer Clerk Lloyd Gardner, who attended the ball games in St. Louis.

General Agent E. A. Miller and wife have returned from a short visit in Chicago.

C. C. Blevins, has returned to Cherryvale, after having worked here one week in the freight office.

Conductor J. M. Schmitz is visiting relatives and friends in Ida Grove, Iowa.

Mrs. Wm. Taylor, wife of conductor, is visiting in Middletown, Ohio.

Mrs. Frank Sherer and daughter, Mary Martha, family of brakeman, are spending a few days in Chicago.

Lloyd Gardner and wife have returned from a few days' visit in Detroit with Mrs. Gardner's sisters.

T. W. Moreland was off duty three days account illness. C. L. Payne looking after his duties while he was away.

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

MARK M. CASSIDY, Reporter

Ed Liley was awarded the position of check clerk in the warehouse, Pete Fracul returning to Centropolis to the position vacated by Ed. Ray Ruisinger was awarded the position in the local office. This is the first time, in nearly three years that Ray has been assigned to a regular position. We welcome the prodigal's return.

Craig Lacy has returned from a motor trip to Minnesota. Craig left the last week in September, returning October 1 after having spent several days fishing in the Minnesota lakes.

Ed Kelley, our ardent baseball fan (especially World Series games), made the trip to St. Louis to see the Tigers and Cards tangle. Standing room was at a premium, but Ed will be satisfied for another year.

Stuart Yockey made an extended visit to Chicago, via Norton, Kansas. He was able to get in on the closing days of the Fair, but says that that was not his intention in going. I wonder if he followed any of the advice Andy and Ed gave him the evening he left.

Don't forget the Charity drive that begins very soon.

### TRAFFIC DEPARTMENT KANSAS CITY, MO.

ROY E. MARING, Reporter

Notwithstanding a lull in business in general, we are enjoying a nice increase over last year at this point. Our new service between Kansas City and Texas has helped to achieve that increase. The semi-annual CCC movement is again on with the result that we enjoyed several special train and party movements between encampments.

Solicitor Young was looking them over pretty closely during the early games of the late World Series only to lose his gains during the last two games at St. Louis. Solicitor Sachin and yours truly also took a fall.

We are looking forward to a nice passenger business to the American Legion Convention at Miami, Florida, latter part of October. As previously announced in these columns the Frisco

was selected as the official route from the State of Missouri. Our railroad was also designated as the official route from states of Kansas, Oklahoma and Arkansas. We have enjoyed the able support of employees of other departments in lining up the delegates. Yard Clerk R. P. Blanke gave unstintingly of his spare time in distributing informational matter regarding the convention among his Legion acquaintances.

There is sadness in the hearts of General Agent Newman and family through the loss of their pet dog that had deeply entrenched itself in their affections thru the eleven years of its existence.

Coordinator Eastman was in town recently, speaking before the Missouri-Kansas Shippers' Advisory Board Meeting. Special emphasis was placed on his remarks, since they had reference to proposed unification of terminals at Kansas City.

Solicitor Marc Glover put on a whispering campaign recently that wasn't a wow, and when Marc can't talk or laugh this place is like a morgue.

Our sympathies are extended to Depot Passenger Agent Giffie and family in the loss of his sister-in-law, who passed away October 7th.

After spending nearly her entire life at the same residence, Miss Walters has moved. Now that's news. If it were Miss Stewart, City Passenger and Ticket Agent Werner, or others we could name of the Order of the Rolling Stone, it would not excite attention.

### TELEGRAPH DEPARTMENT FT. SCOTT, KANS.

ALICE HOGAN, Reporter

Mrs. Edith Austin, chief telephone operator, who has been in the St. Louis hospital for the past four months, had a very happy birthday, September 30th. Her many friends showered her with greetings, gifts and flowers. Ft. Scott friends sent her a huge box of pink roses, one for each year, with a card attached to each rose.

The wire chief here feels they have been relieved of some trouble near Kansas City. On October 5th the special service department caught, tried and sentenced a wire thief to one year in jail.

J. A. Hamm, formerly a dispatcher

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Oklahoma City, Okla.

## FIRST NATIONAL BANK OF BIRMINGHAM, ALA.

FRISCO DEPOSITORY

## FIRST NATIONAL BANK in Wichita WICHITA, KANSAS

Founded in 1876  
34 Years Under Present  
Management



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## You Will Find the Security National Bank

SAVINGS AND TRUST CO.  
MEMBER FEDERAL RESERVE SYSTEM  
A CONVENIENT BANK

"BANK WITH SECURITY"

Eighth Street, Between Olive and Locust  
ST. LOUIS, MO.



here, and since first-trick operator at Edward passed away, October 2nd, after several months illness. We extend our sincere sympathy to his wife, mother and family.

R. H. Hubbard, trainmaster, celebrated a birthday anniversary September 27. On returning to his office after lunch he found a cake, candles and everything.

W. O. Long, late night wire chief, and Mrs. Long spent first half of October visiting points in Tennessee, Mississippi and at Chaffee, Mo. R. A. Pearson relieved Mr. Long.

Lloyd Gardner, tracer clerk, and Mrs. Gardner have returned from a pleasant vacation trip. "Buck" took in the first two World Series games in Detroit and they spent a few days in Chicago on their return trip.

With the increase in business an additional dispatcher has been put on here. The Afton dispatcher, from 8:00 a. m. till 4:00 p. m., bid in by M. W. Sullivan. G. W. Sappington has taken the relief work here, while H. M. Cloud took second trick formerly held by Mr. Sullivan.

#### OFFICE OF SUPERINTENDENT TERMINALS KANSAS CITY, MO.

TOM KEHOE, Reporter

Thanksgiving Greetings are again in order. It's the same old story—some of us feel we have much to be thankful for and others feel there is very little, but, at least, we can all thank the weather man for extending the summer weather far into the fall, which has, no doubt, relieved the heating problem for a great many people, as well as furnishing a pleasant setting for many happy fall outings. Again, may we extend to each and every one of our readers and friends a very happy Thanksgiving Day, and trust, as they look around, they may find many things to be thankful for.

Now, that the World Series (The American Blue Ribbon Classic) has come to an end, we can all settle

down to work again. What, with the excitement, the anxiety, radios blasting forth the play-by-play account of the games from every window, and arguments and talk, pro and con, the calm and quiet seems like a lull following the storm. Of course, it isn't becoming a gentleman to brag about himself, but when it comes to picking the winners, will refer you to Bill Edwards, timekeeper, master mechanic's office, and Charles Strobel, machinist. I want to thank these boys for their donations, and wish them better luck next time.

Nick Fracul had promised us the use of the radio in his car for listening to the broadcasting of the World Series, but on the eve of the battle, or rather that afternoon, some villain stripped Nick's car of the radio while it was parked in the coach yard. Of course, we were all much disappointed, but the loss was a real blow to Nick, as his car radio was his special pride and joy.

While we are still speaking of Nick, I want to announce that he is now the masterful coach of a girls' basketball team. I might add, that Nick's heart is really in this new adventure of his, and that he spends most of his evenings teaching the girls the fine points of the game (of basketball, I mean).

Alonzo Finn is again working into shape on the Ping Pong Courts, getting ready for a strenuous season, and is anxious to line up any contestants who can give him a good stiff game.

We regret very much the loss sustained by F. W. Rockhold, assistant yardmaster, as the result of a fire which partially destroyed his apartment the morning of September 18. Although his losses, through damage to furniture, clothing and money, were considerable, Mr. Rockhold felt his greatest loss was the destruction of the only picture he had of his son, who is deceased. Mrs. Rockhold, who was at home at the time of the fire, fortunately escaped without injury.

We were wondering why the beaming smile and proud manner of L. W. Poncik as he entered the office the morning of September 26, and upon



**HOLY SMOKE - THAT WASHING TOOK THE STARCH OUT OF ME - WISH I WAS JELT DENIM!**

**WASHING CAN'T FAZE ME - I'M MADE OF JELT DENIM - WITH BODY WOVEN IN!**

**EXTRA YARN OF JELT DENIM IN LEE OVERALLS CAN'T BE WASHED OUT!**

**1716 EXTRA FEET OF YARN IN EVERY GARMENT**

**AFTER many washings you'll find Lee Jelt Denim overalls still firm, strong, full-bodied as ever. Their body is WOVEN—not starched in—1716 extra feet of yarn in every pair. You can't wash that out—takes months longer to wear it out. You'll like their better tailoring, too. So wear Lees. The few more cents they cost will come back many times in extra wear and comfort.**

**THE H. D. LEEMER COMPANY**  
DEPT. R-71  
Kansas City, Mo., Trenton, N. J.  
South Bend, Ind., Minneapolis, Minn.  
San Francisco, Cal., Salina, Kansas

**UNION-MADE**

**Lee OVERALLS**

Union-Alps-Shirts-Pants-Play Suits

**FREE** Write today for your sample of Jelt Denim and the name of your nearest Lee dealer.

inquiry, discovered that the stork had visited his home during the night, leaving a nice baby girl to Mrs. Poncik's sister, who is visiting at Louie's home.

I guess this is what you might call a true fish story, or something. Anyway, the joke seems to be on Mrs. Roy Clark, wife of brakeman, and it hap-

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the Patronage of the  
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211-215 East Commercial Street  
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#### HOTEL OZARKS SPRINGFIELD, MO.

Fireproof—all rooms with bath, ventilated summer doors, quiet fans free. Newly equipped coffee shop, banquet room and buffet in connection. Air conditioned for your comfort — prices sensible. Frisco people are always welcome.

#### THE SPRINGFIELD LAUNDRY CO.

"The Sunshine Plant"

LAUNDRY, DRY CLEANING  
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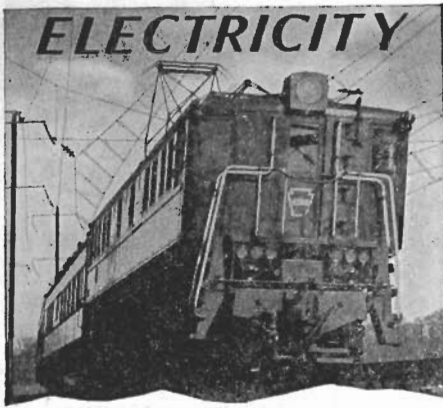
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To give Universal Service is the goal of Public Utility managers and operators. We are a part of the organized effort to reach that ideal.

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## a boon to mankind but hard on WATCHES!

INCREASING electrification means that more and more railroad watches are subjected to strong magnetic fields! And greater and greater is the need for a watch that resists magnetism . . . a HAMILTON 992 Elinvar\*.

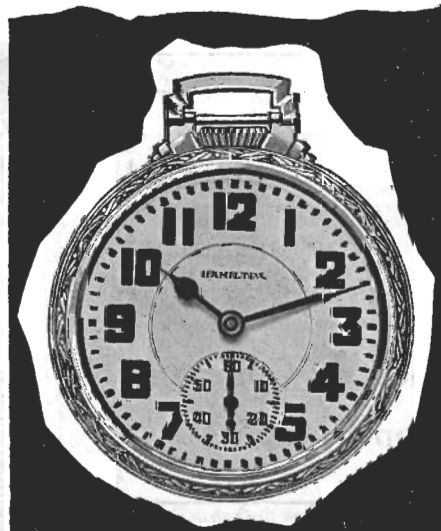
Other features, too, make this watch outstanding. It is especially protected from variations caused by extreme temperature changes. It has a rustless hairspring and two-piece balance staff. Only Hamilton Watches are Time-Microscope-Tested. Ask your jeweler or watch inspector. Write for free booklet explaining Elinvar. Address Department R.

**HAMILTON WATCH COMPANY**  
LANCASTER, PENNA.

This tag identifies the  
genuine Hamilton  
992 Elinvar. Trade  
Mark 'Elinvar' Reg.  
U. S. Patent Office.



\*Exclusive licensee under  
U. S. 'Elinvar' Patents No.  
1,313,291 dated August  
19th, 1919 and No. 1,454,473  
dated May 8th, 1923."



**HAMILTON**  
*the Railroad Timekeeper of America*

pened while she and Mr. Clark were on a fishing trip in the Ozark Hills the latter part of September. Neglecting to dig up the proverbial worms for bait before they started, they stopped at a small Ozark store for liver or fresh meat to use for bait, and Mrs. Clark, who was doing the marketing, was very helpfully informed by the proprietor that the proper bait to entice the rainbow trout of the Ozarks were flies. Immediately Mrs. Clark's Scotch ancestry began to assert itself, and she gayly replied that she had some sweets and would go out and capture all the flies they would need. This caused no end of merriment to the occupants of the store, as well as to Mr. Clark, who says that he hasn't stopped laughing yet. But after all, I wonder how many of our wives would know that the grocer had reference to a small feather gadget and not the common house fly.

Henry Carson, brakeman, was removed to St. Mary's Hospital, October 13, suffering from pneumonia. We hope he will get along nicely and soon be on the road to recovery.

After becoming so accustomed to seeing the happy countenances of Messrs. R. C. Stephen and David Perkins, insurance inspectors, around the terminal for so long, we missed them very much when they left us on October 16th for the Eastern division. We enjoyed having them here, and hope they had a pleasant visit with us. Anyway, we tried our best to keep everything out of their way, so they wouldn't fall over it, or have to pick anything up. We want to wish both of them well in their journey over the system and hope that the next time they pay us a visit it will be more of a pleasure trip so we can show them a good time and they will not have to work so hard.

R. B. Hatcher, switchman, returned from St. Louis hospital September 24, where he had undergone an operation. He seems to be quite fully recovered, as he is frequently seen on the "Campus" switching box cars with the same old vim and vigor.

C. L. Crookham, switchman, and family, were called to Parsons, Kans., September 25, account serious illness of Mr. Crookham's father. Mr. Crookham has been unfortunate in the number of members of his family who have been on the sick list this past year.

It was a shock and surprise to all of us to learn of the sudden death of George H. Kennedy, brakeman, whose body was found in bed at a rooming house in Fort Scott the afternoon of October 10, by a call boy who had gone to summon him to work. A physician attributed death to heart disease. Mr. Kennedy was well liked by his many friends and associates on the Frisco, and his loss will be felt by them. We want to express sincere sympathy to his family.

A. L. House, towerman, 29th Street, has been off since September 20, when he was struck by an automobile while attempting to catch a street car. His injuries were rather serious and it is probable he will not be able to return to work until the first of November.

May we extend sympathy to the family of W. R. Brown, pensioned conductor, who died in Oklahoma City, October 10th.

Earl Sanders, brother of Virgil Sanders, coal chute foreman, a resident of Paola, Kansas, passed away at Bethany Hospital, Kansas City, Kansas, September 30th. May we offer our sympathy to Mr. Sanders and family.

The annual American Royal Livestock and Horse Show will open at Kansas City October 20th and continue until October 27th. It is expected to be even more spectacular than ever, and will, no doubt, afford many thrills and much pleasure for Kansas City, as well as attract interested spectators from elsewhere, we hope. The railroads usually enjoy much of the trans-

portation of passengers and stock for the affair, and we trust this year will be no exception.

The Kansas City Terminal was represented at the World Series by Engineers E. W. Grace and Wm. G. Cooper. It is needless to say they had a very enjoyable trip.

John W. Burch, son of superintendent, was also one of the fortunate boys who was able to see the World Series.

Here's one for Ripley's "Believe It or Not"—because it does seem unbelievable that Frank Spaulding, switchman, whose hobby is raising cats, and who is harboring about seven in his house, should be seen by Bill Walsh in a hardware store buying mouse traps, and stating that he has been sorely troubled with mice. Bill suggested that perhaps he should put the cats on a diet so they would learn to appreciate the flavor of a mouse.

Nicholas J. Fracul has gone collegiate and is making quite a few trips to Lawrence, Kans., this fall to attend the football games. Saturday, October 13, he attended the game and stayed at the Pratt home that night, returning to work Monday morning, and up to the present time has been talking continuously about the fine game he enjoyed between K. C. and St. Benedict's College. We expect to hear much from Nick concerning basketball and football far into next summer, under strong protest.

## MAINTENANCE OF WAY DEPT. FT. SCOTT, KANS.

GLADYS ROTH, Reporter

Mrs. Quin Baker, two daughters and son, family of division engineer, spent a few days recently visiting in Oklahoma City.

John D. Parker has resumed duty in the B. & B. gang after having been off about 45 days account vacation.

Bobbie Anne Keller, granddaughter of Bridge Inspector H. G. Classen, who recently had her tonsils removed in Fort Scott, is getting along nicely.

Clifton Fisher, B. & B. man in Mike Abbiatti's concrete gang was called home to Carthage account serious illness of his father, October 16th.

Fred O. Coble and Dallas D. Moore have been employed in F. Jones' gang temporarily.

Opal Davis, B. & B. man in Coleman's gang was off a few days the latter part of September account sickness. Glad to report he is now back to work.

J. E. Bright, B. & B. man in Short's paint gang, was off a few days account sickness.

Section Foreman L. T. Arnett has been assigned to section C-11 at Fontana.

C. Swafford, foreman at Beaumont, Kansas, has bid in section at Neodesha.

Account foreman Arnett bidding in section C-11, Harold S. Holcomb has been assigned to Arnett's vacancy on section C-12 at Fontana.

Harold Boyd has now been assigned and is working as section foreman on section L-11 at Quapaw.

The two extra gangs, which were working on the Afton Sub doing surfacing work, have been moved to the Wichita Sub and are engaged in laying rail, surfacing and dressing track in the vicinity of Augusta and Andover.

Another grinder operator has been put on with the rail end welding gang on the Kansas City Sub. This gang is doing some splendid work, building up rail ends and bars and have now gotten as far south as Belcourt, Kans.

Track forces located around Edward have been quite busy making various track changes in connection with re-

mote control being put in at that point. Byron V. Gilliland worked a few days recently in the water service department account Water Service Repairman Beckley being off a few days.

## MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

LEOTA FRIEND, Reporter

News that is News is scarce. Things aren't happening on our division as they used to, or else we are letting them slide by unnoticed.

If I were a sports editor I might be able to give you a lot of new thoughts on the recent World Series, for there certainly was much excitement during the recent ball games, we even got to feeling real chummy with the Dean boys and were all lined up on the enviable traits of each individual player, but—the thing that interests us most is the reaction on some of the members of our very own department. The last two days of the game Lee Taylor was afraid he just couldn't take it, and so he took time off and stayed home, but much to his own surprise he recovered rapidly when the Cardinals won the series. And too, Bill Edwards has been seen walking to work mornings and economizing on his lunch and cigarette bills in order to cover a certain deficiency in the first-half pay check.

Seen about our terminal recently: R. A. Sloan, of Springfield, checking car records; Frank Lampkin, of the Huntspiller Company; Victor Weihoelter, of the Ohio Injector Company; G. E. Burkholz, of Springfield, locomotive inspector; Paul Krueger, secretary to Mr. Sisson, Springfield; George McKenna, secretary to Mr. Lister, Springfield.

And is Mr. Henshaw the proud father—his son, Carroll, who finished Central High School last year, has secured a very nice position with the National Box Company of this city, and isn't that something to be proud of?

The other day, we had the nicest surprise, we were greeted in the yards by Joe Plourd, of the locomotive department, and he presented us with a bowl of Angel Trumpets (flowers, if you please), from his very own flower garden. These were the first of the species we had seen. Thanks, Mr. Plourd, and we hope your flowers bloom again next summer.

W. B. Berry has been busy lately entertaining his daughter, Mrs. Al Green, and small son, of Macon, Missouri. We've been hoping to get a peek at the grandson.

Now that cooler weather is with us, we have turned again to radio chatter. It seems that Pauline Hoffman is very much interested in a new "gadget", purchased from Katz Drug Store at the small price of 38 cents that improves the tone qualities of the radio. This isn't an advertising scheme for Katz, but merely mention the fact to prove to you that Pauline is ever alert along the lines of improvement, radio and elsewhere.

Ye writer has been making frequent trips to St. Louis recently due to the serious illness of a sister in the DePaul Hospital.

## JOPLIN, MO.

ROGER C. FLETCHER, Reporter

Albert Ericson, hostler, was off sick for a week the last of September. His place was filled by W. H. Rhines.

Mr. and Mrs. Loyd Lackey made a week-end trip to Boonville, Arkansas, to get Mr. Lackey's mother, who will visit them for a few weeks and then go on to western Oklahoma, where she will visit another son. On the return trip they were accompanied as far as

Joplin by a friend of the family who was going to Kansas City. Upon arrival at Joplin this friend purchased a ticket over the Frisco for the trip to Kansas City. Mr. Lackey hauled this friend over 200 miles and then sold her on the balance of the trip by rail. This friend had previously planned the entire trip by bus.

John C. Haas, fireman on switch engine, went to St. Louis hospital for medical treatment on the 8th of October. Mr. Haas has been ill since the last of September. Mrs. Haas has also been ill for some time.

Messrs. Lundh and High were visitors in St. Louis at a Cardinal ball game just before the season closed. Nearest thing to the World Series they could manage to see they said.

Carey Grieb was one of the fortunates to see one of the World Series games at St. Louis and Ervin Gibbs "Scoop" was another to have witnessed two games of the series played at Detroit.

Mr. Gibbs and wife, Mr. Loren Brotherton and wife, and Catherine Bishop all motored to Chicago World's Fair, where they visited several days, then to Detroit for a few more days' visit with Mrs. Carl Porter. Mrs. Brotherton, Mrs. Bishop and Mrs. Porter are daughters of Mr. and Mrs. Gibbs. From Detroit their trip extended into Windsor Canada. The trip lasted about 10 days.

Ralph Outland, car foreman, had his Plymouth car stolen on the night of October 5th from the north side of the Frisco building. Mr. Outland was only away long enough to deposit his mail and returned to find his car gone. It was found the next day near Bentonville, Arkansas, in a ditch, wrecked. Articles in the car were unmolested, so parties taking the car must have been going places.

Engine No. 210 was "headed for the last roundup" the first of October and has been added to Frisco's scrap pile, having been cut up to be sold for scrap iron.

Miss Evelyn Stamper, daughter of Mrs. E. S. Richards, and Eugene Prather were married September 18th. Both graduated from the Joplin High School in 1931. Mr. Prather is a carpenter contractor and plasterer.

Several parties have been given for the couple by their many friends and they are now at home to their friends at 905 Byres Avenue.

## TEXAS LINES

### MECHANICAL AND STORES DEPT. FORT WORTH, TEXAS

E. A. PADGETT, Reporter

One of the few signs of better times down in this section of the country, J. E. Dew, locomotive fireman, is back on his regular diet of fried chicken, not to mention throwing a pork chop to the family dog occasionally, since getting a regular job. It looks good to see men in the road service back on the board after an absence of two years in some cases.

Congratulations are carried this month for C. E. Stone, locomotive fireman. We notice marriage license issued, on October 8th, to him and Miss Vera Claunch. Best wishes for success, folks. Never mind the cigars Eddie, none of us smoke, that is, not very much unless they are donated.

Gordon F. White, machinist, and family were in Dallas, September 17th, attending the funeral of a cousin, Pat Watkins of that city.

Mrs. R. W. Courtney, wife of electrician is in the Sanitorium at San Angelo, Texas. A speedy and complete recovery was indicated from the recent cheerful report.

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Oxford or blue 4-pc.,  
each  
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Oxford, blue or black,  
6-pc., each  
**\$1.25**

Miss Cleone Robertson, daughter of J. A. Robertson, hostler, reports having killed a deer while hunting in the Sacramento mountains, near their New Mexico home recently. It may have been the same one Gus chased so vigorously while there last month.

Geo. Joyce, coach cleaner, is off sick at the present writing. Cockle-Burr Jetton is relieving him.

## MECHANICAL DEPARTMENT SHERMAN, TEX.

DON ANDERSON, Reporter

Since our last issue Engineer A. V. Brown underwent an operation in the St. Louis Hospital and has returned to work. We were glad to see him back on the job so soon.

Kenneth Clinton, son of Engineer J. B. Clinton, is a student at Texas Technical College, Lubbock, this term.

The latest vacationists were car foreman and Mrs. W. A. Morgan, who report a nice trip to Denver and the World's Fair in Chicago.

Miss Catherine Howard, daughter of Machinist Don F. Howard, has been elected sponsor of the Austin College football team.

Miss Naomi Washburn, daughter of Conductor T. S. Washburn, is continuing her study of the violin under Julien Paul Blitz, and piano under Mrs. Blitz, at Texas Technical College, Lubbock.

Mrs. R. L. Ratliff, wife of our third-trick operator, spent several days in Fort Worth recently at the bedside of their daughter, Mrs. J. L. Caudry, who underwent a major operation. Understand Mrs. Caudry is doing nicely.

We are sorry to learn of the death of Mrs. Otto Woffenbach, sister of Engine Foreman B. D. Bennett, in Brooklyn, N. Y. Our sympathy is extended to Mr. Bennett, who received a wire advising of her death.

Former Car Foreman Peter Steffen-sky, now on the pensioned honor roll, has returned from Detroit, where he spent several weeks visiting his son. He has paid us a couple of visits since returning and we are always glad to have him come around.

Mrs. B. E. Foster, wife of agent at Conway, has returned home after a short visit with her daughter, Mrs. Don Anderson.

Reports from Mrs. A. A. Graham, who is visiting at points in California, indicate she is enjoying her trip very much.

Traveling Millwright R. H. "Bob" Gardner was in Sherman the latter part of September for a few days' visit.

Among the visitors at the state fair,

"FOR HOURS, DOC,  
SHE'S ONLY SAID  
'PHEW!'"



HER husband feared it was an attack of her old asthma, but the eminent M. D. correctly diagnosed the trouble as "Gas-ma"—overpowering smoke—clouds from a long-neglected pipe and grouchy tobacco. The best tobacco in the world is unhappy in an unclean pipe, and hubby's was far from the best.

Clean out the old pipe, friend. Pack it with Sir Walter Raleigh Smoking Tobacco. Then puff away and watch your Sweet Mama smile again. Sir Walter Raleigh has a mildness that wins you, and a delicate fragrance that wins others. Sales of this choice Kentucky Burley blend have boomed because it really *has* the mildness mankind is searching for. Try a tin ...will ya, man?

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at Dallas, were Mrs. C. C. Jordan and Delphine; also Mr. and Mrs. L. R. Leach. There were others, but they didn't tell us.

The B. & B. gang is here fixing up several of the buildings, including a new floor in the back shop. Also the paint gang is giving the buildings a coat of much needed paint.

#### V. P. & G. S. OFFICE—FT. WORTH

M. B. SMITH, Reporter

Mrs. O. H. McCarty, who now lives in California, has returned to her home after visiting with friends in Ft. Worth for the past several weeks. Just can't express how much we all enjoyed having Mrs. McCarty with us. She was the guest of honor at our first fall Frisco Employes' Club luncheon.

Think our first luncheon filled us all with enthusiasm and new determination to make this another successful club year. Plans for the fall activities were outlined by our president, Marshall Evans, followed by short talks by Mr. Stephenson, Mr. Oliver and other officers of the company. We're all anticipating an enjoyable occasion when we hold our Hallowe'en Dance at the Elks' Hall.

Want to say here, the writer had the time of her life when Uncle Charlie Baltzell took some of us to the circus—and what I mean is, we covered every corner of the back yard and met all the folks—I wouldn't have missed it for the world. Had no idea a circus was so much fun. We got autographs and pictures of all the celebrities—friends of Uncle Charlie. And you should have seen them "do their stuff", especially for Uncle Charlie. We had seats on the front row in front of the "main attraction" ring. Little Jean Marie Moore certainly did enjoy it, too.

We were tickled to see R. G. Bell, our old friend, who is now superintendent, C. C. C. Camp at Chattanooga, Tenn., who was here October 6th to attend the wedding of his son, R. G., Jr.

#### FORT WORTH, TEXAS

CORYLYNE PLEDGE, Reporter

Mrs. O. H. McCarty was guest of honor at our club luncheon, held October 9th. Mrs. McCarty is looking splendid and we were all very glad to see her and hope she makes us another visit real soon.

By the time this is printed the broom-tails will be brushing the dust at Arlington Downs and will be having fun—well I reckon. Been having some "high-class" hay move in over the Frisco for these horses.

Everybody talking about the Frisco Club Dance to be given November 3rd at the Elks' Club, and looking forward to a gala time as usual.

Harry Granger made a "clean-sweep" of his fish pond recently and donated a wash-tub full of fish to the City Park Department.

The formal opening of the Rock Springs Arboretum, on October 14th, was attended by over 18,000 people and there could hardly be a more beautiful collection of roses anywhere, and all in bloom, too.

#### CENTRAL DIVISION

SUPERINTENDENT'S OFFICE  
FT. SMITH, ARK.

EARL E. DODD, Reporter

J. L. Eudy, mechanic Fort Smith roundhouse, who has been off duty ac-

#### THE FRISCO EMPLOYES' MAGAZINE

count illness for some time, is now back on the job feeling fine.

C. F. Cline, mechanic, Fort Smith roundhouse, is in the St. Louis hospital. We hope to see Mr. Cline back on the job soon.

Mrs. C. H. Davenport, wife of cashier at the Fort Smith freight house, has been ill for some time, but is now well on the road to recovery.

J. W. McDonald has just had his cars overhauled for the winter and will change over to a new kitchen soon. Mr. McDonald is now located at Fort Smith where he is renewing portions of the roundhouse roof.

G. L. Presson and family made a two weeks' vacation stretch-out by taking a trip down into Old Mexico, going to Mexico City and from there to the coast in each direction. From what Mr. Presson says they had a very thrilling time, visiting the remains of old temples and pyramids. They had a lovely trip, both going and returning. While in Mexico City Mr. Presson made the acquaintance of two brilliant gentlemen, Senors A. M. Groso, editor, and M. Platas, assistant editor, of the Ferronales, a popular magazine of Mexico. After Mr. Presson's departure from Mexico Messrs. Groso and Platas went to the World's Fair and other points in the United States, on their return home they spent a few days as the guests of Mr. and Mrs. Presson. Messrs. Groso and Platas paid a visit to our office and were very much interested in our telegraph office and am sure they had a nice time and will tell their friends about their trip to old Fort Smith. Of course, they used the Frisco Lines as much as possible.

The Northwest Arkansas Employes' Club of Fayetteville invited the Fort Smith Frisco Employes' Club to attend their meeting which was held at Winslow, joint with the public. There were

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about 200 attended this meeting, of which 46 were employees from Fort Smith. J. A. Winn, agent at Winslow, had a nice program arranged, which we enjoyed immensely. Sherman Kelton, dispatcher of Fort Smith, took the Frog Hunters (a string band), of Fort Smith, who gave us some very lively music, which we all enjoyed. The Employees' Club of Fort Smith again wishes to thank the Fayetteville club for this invitation and hope we may all meet together again in the very near future.

Since the last issue of this magazine the Frisco Women's Auxiliary has been organized at Fort Smith, which is gaining on the Men's Club by leaps and bounds, having 33 members present at the first meeting and if the men don't get to work on our membership they will soon pass us, which we don't want to happen, so all you men turn out next meeting without fail.

Mrs. H. E. Gabriel, wife of assistant superintendent, has returned from California where she spent the summer visiting with daughters living in San Diego and Los Angeles. We are sure Mrs. Gabriel had a pleasant vacation but we are glad to have her back with us.

Two big carnival trains used our lines over the Central division in September. Mr. Beckman, of the "Beckman-Gerey Shows," was very complimentary on the service they received on movement from Fort Smith to Paris.

Football season is on and several special trains are in sight again for movement to games that will feature the Arkansas University Razorbacks.

The Razorback team used our line to Van Buren en route to Little Rock on October 12 and the next day we had a special train of students moving to Van Buren thence Missouri Pacific to Little Rock. This was a nice train and we expect to have a repeater October 20 to Fort Smith thence Kansas City Southern en route to Shreveport, La., for a big game at that point. We know the Razorbacks are going over big this year and we are happy to have the students use our line. Root for the "Porkers!"

We are glad to have Mrs. Chas. E. Durham with us. Mr. and Mrs. Durham recently moved here from Birmingham, Ala. Charley is secretary to superintendent, this division. We hope Mrs. Durham will like Fort Smith and the Frisco folks here.

Orville Loyd, clerk at Fort Smith roundhouse, was off duty account sickness for some time but is now back on the job.

A new clerk's position has been created in Fort Smith yard office on account of increased business. Boy, we hope they will have to put on a dozen clerks before the year is up. Orville Loyd is now holding down this yard clerk job.

Rudolph Barthel, switchman, Fort Smith yards, was off a few days with an injured leg, but Mr. Barthel is back on the job, fine as ever.

We want to compliment Rosco McAlester section foreman, and his men on the neat job they are doing in the Fort Smith yards. They have raised two tracks and filled in with chatt, and plan to raise several more. When they get this done we sure will have some nice looking tracks and won't have to wade water to get through them in rainy weather.

Mr. and Mrs. R. M. McGlasson spent a vacation in Chicago, taking in the Century of Progress. They report a great time. Mr. McGlasson is chief clerk to

division freight and passenger agent, Fort Smith.

Miss Katherine Vogel, stenographer to chief clerk, superintendent's office, accompanied by her mother, took a trip to Indianapolis, Ind., where they visited with relatives. Miss Katherine reports they had an enjoyable vacation.

Mrs. James Stowall, who has been visiting her parents, Mr. and Mrs. O. L. Young, has recently returned to her home in Tulsa.

Mrs. E. L. Collette has returned from a visit in Little Rock with her son, Elmon, who is attending medical college there. Mrs. Collette visited also in Jonesboro, Ark., before returning home.

Mrs. Geo. Hinnant, wife of the president of the Frisco Employees' Club, is recuperating after a recent illness.

Mrs. Frank W. Hopkins, of New Orleans, La., is the guest of Mr. and Mrs. F. E. Brannaman.

Mrs. Dewey Windes, who recently has been a patient at Sparks Memorial Hospital, has returned to her home. Mr. Windes is employed at the roundhouse at Fort Smith.

E. F. Brittan, dispatcher, and Mrs. Brittan, of Fort Smith, attended the world series games.

## HUGO, OKLA.

BURL WINN, Reporter

H. M. Booth, roadmaster on A. & A., used weed burner No. 4 about 10 days and cleaned up. In fact, Harry says some of the days he mopped up. Mr. Ayles, roadmaster for the Arthur sub. used the burner about 7 days and cleaned out passing tracks.

We are not going to say how much cotton business we have. Will have to wait until the end of the season, then count up, since so much of the cotton moves on single bale billings, we have plenty of bills. Don't get to see much of Mr. Clairborne, agent. He has his nose stuck in stacks of bills all day long and far into the night.

Mercy, how our trainmaster is begging for cars. Not that we like to hear him make such a fuss, but we are glad to be in need of cars. Shows there must be some business.

Our passenger business continues to hold up. Of course, we could use a lot more and still have hopes we will get it.

See several extra agents running around and saying they are going to work at different points. This would indicate there is still business on our lines.

## SOUTHERN DIVISION

PENSACOLA, FLORIDA

GERTRUDE BAZZELL, Reporter

James Bryant, son of yardmaster and Mrs. J. E. Bryant, and who is now at the University of Gainesville, Gainesville, Florida, together with 27 other boys had a most successful and enjoyable tour during September, taking in Jacksonville, Florida; Washington, D. C. (where they were entertained two days by Senator Fletcher of Florida); New York City, Niagara Falls, Cleveland, through Canada, and Chicago, where they attended the World's Fair, and on return trip came through Kentucky, visiting Mammoth Cave.

Mrs. W. H. Stiles, wife of operator here, has just returned from a most pleasant trip, having visited relatives in Clarksdale, Louisville, and in Dayton, Ohio, was the guest of her daughter, Mrs. Stevens.

Mrs. J. J. Epples, wife of dockmaster, Pensacola, is enjoying an extended visit with her sister in Portsmouth, Virginia.



THINGS are picking up, men are going back to work. But with business ready to take on more men, the general aim is to be most selective in the type of men hired. It's the trained man who gets the preference today. And many men are getting the training they need by devoting their spare time to study of International Correspondence Schools Courses. Does this interest you? Return of this coupon will prove your interest in your own self.

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### BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

And More News—W. W. Wade, rate clerk, office of traffic manager, and Mrs. Wade are also the proud parents of little Betty Ann, who arrived recently. More congratulations. Would seem the passenger department and freight department are running a race. We still have three bachelors in the office.

The wedding of Mary Leila McGowen and Bonnie Grayson Chew, daughter of Mrs. Nellie McGowen, secretary to superintendent of terminals, and son of the writer, was solemnized in the presence of a number of friends and relatives at Woodlawn Methodist Church, Saturday evening, September 22nd. Immediately following the ceremony the young couple left for Cincinnati and Chicago to visit the World's Fair. The happy pair are now at home in Sycamore Manor.

Agent H. H. Thomas, Townley, Ala., wife and daughter, Margaret, were the guests of the writer recently.

And now that the World's Series is over, all interest is centered in football; always something to create excitement on Saturday mornings.

### LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

H. Q. Flanagan, OS&D clerk, returned to work September 17, having been off since August 29 with an infected hand.

Mr. and Mrs. J. T. Carrigan, Mr. and Mrs. W. O. Farris, and Mr. and Mrs. A. A. Loeffel spent Sunday, September 23, in Chicago, and from what they say, they didn't miss much of the Fair.

Mrs. W. O. Farris, wife of assistant cashier, spent September 30 in Birmingham.

R. M. Lillibridge, receiving and check clerk, visited relatives in Willow Springs, Missouri, October 1, 2 and 3.

### INTERURBAN CHATT CO.

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PITTSBURG, KANSAS



The following went to St. Louis Sunday, October 7, to see the Cardinals and Tigers play—J. T. Carrigan, Mr. and Mrs. W. O. Farris, G. R. Humphrey, B. C. Scruggs and son, B. C. Jr., J. B. Wright and sons, Joe, Jr., and Bobby. Only one of them saw the game—J. B. Wright, Jr., who stood in line all morning. "Tuff luck."

### BIRMINGHAM TERMINALS

NELLIE MCGOWEN, Reporter

M. H. Jones, conductor, and wife, were called to Nashville recently on account of illness of a relative.

J. L. Godsey, timekeeper, and family spent the week-end of September 29th with relatives in Tupelo, Miss.

J. G. Hughes, clerk, and wife have returned from a visit with relatives in Springfield.

Dan Kleckley, conductor, and wife were called to Americus, Ga., October 8th, account of the death of Mr. Kleckley's brother.

W. W. Phifer, office messenger, and wife are visiting Mr. Phifer's brother in Indianapolis. They will also visit the World's Fair in Chicago before returning.

Dr. B. S. Lester, local surgeon, was a recent visitor to St. Louis.

Mrs. Lula Campbell, of St. Louis, has returned to her home after a short visit to Mrs. Nellie McGowen.

Miss Alevnia Smith, stenographer in the local freight office, is enjoying a short vacation. Miss Esther Timmerman is supplying for Miss Smith while she is away.

Luther Downey, first-class car man, and Miss Virginia Williams, attractive daughter of Arthur Williams, car inspector, were married, September 29th, at the home of the bride's parents. After a honeymoon in Chicago, Mr. and Mrs. Downey will be at home to their friends on 9th Court West.

Mrs. J. O. Adkins, wife of switchman, is visiting relatives in Jacksonville, Fla.

### ENGINEERING, BRIDGE AND BUILDING, WATER SERVICE DEPARTMENTS—YALE, TENN.

CREATIE SICKLES, Reporter

System paint gang under Foreman W. A. Chastain moved on the Southern division, September 21st, and are giving the Mississippi River bridge at Memphis a new coat of paint which is greatly improving the appearance of the bridge.

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We were very sorry to learn of the death of W. T. Clark's mother on September 18th, at Oakland City.

J. J. Drashman has been in the St. Louis hospital for quite some time, but understand he is getting along very nicely after the operation. We hope he will soon be able to return to his work at Yale. Miss Thelma Drashman was in St. Louis a few days with her father.

The new 200-ton Ogle concrete coal chute has been placed in service at Thayer. The new coal chute, together with the changes in the passenger station, raise of tracks and various other changes, has made quite an improvement at that place.

Ringling Brothers-Barnum & Bailey Circus was in town October 15th. A record crowd was in attendance and

those who saw the circus say it was well worth the price.

Agent Morris at McCullough passed away October 12th. B. & B. Carpenter Lew Shenaut passed away at the Frisco Hospital in September. Sympathy is extended to the bereaved families.

Messrs. Koontz and Pryor spent several days the first part of October in Birmingham Terminals account high waters.

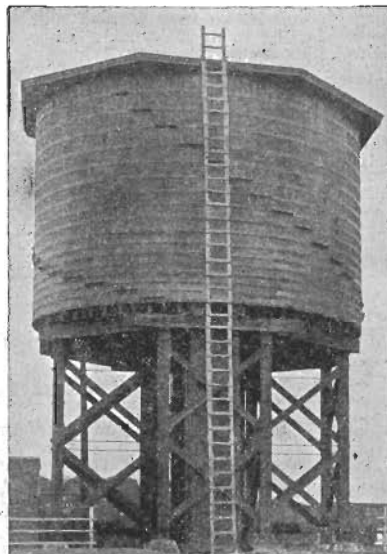
M. F. and E. W. Shannahan have been enjoying a visit from their mother, of Los Angeles.

At last the bicycle fad has made its way in this office. One of the employees is coming to work on his new wheel and we are just wondering who will be the next to fall in line.



## Seals Leaky Tanks and Cars Permanently

DEARBORN SEALING COMPOUND is a non-deteriorating product of the Dearborn Laboratories. In wooden tank and freight car service it is the one and only answer to the demand for permanence, ease of application and economy.



Dearborn Sealing Compound is prepared for application in a plastic condition. It spreads like soft plaster and is applied with a trowel to wet surfaces in  $\frac{1}{8}$  inch thickness. Keys firmly to the pores, cracks and joints in the wood. Dries into a glossy black, pliable coating that is odorless and non-inflammable. The coating is not soluble in water after it sets. Sixty pounds cover 100 square feet. With these features and the reasonable cost, the use of Dearborn

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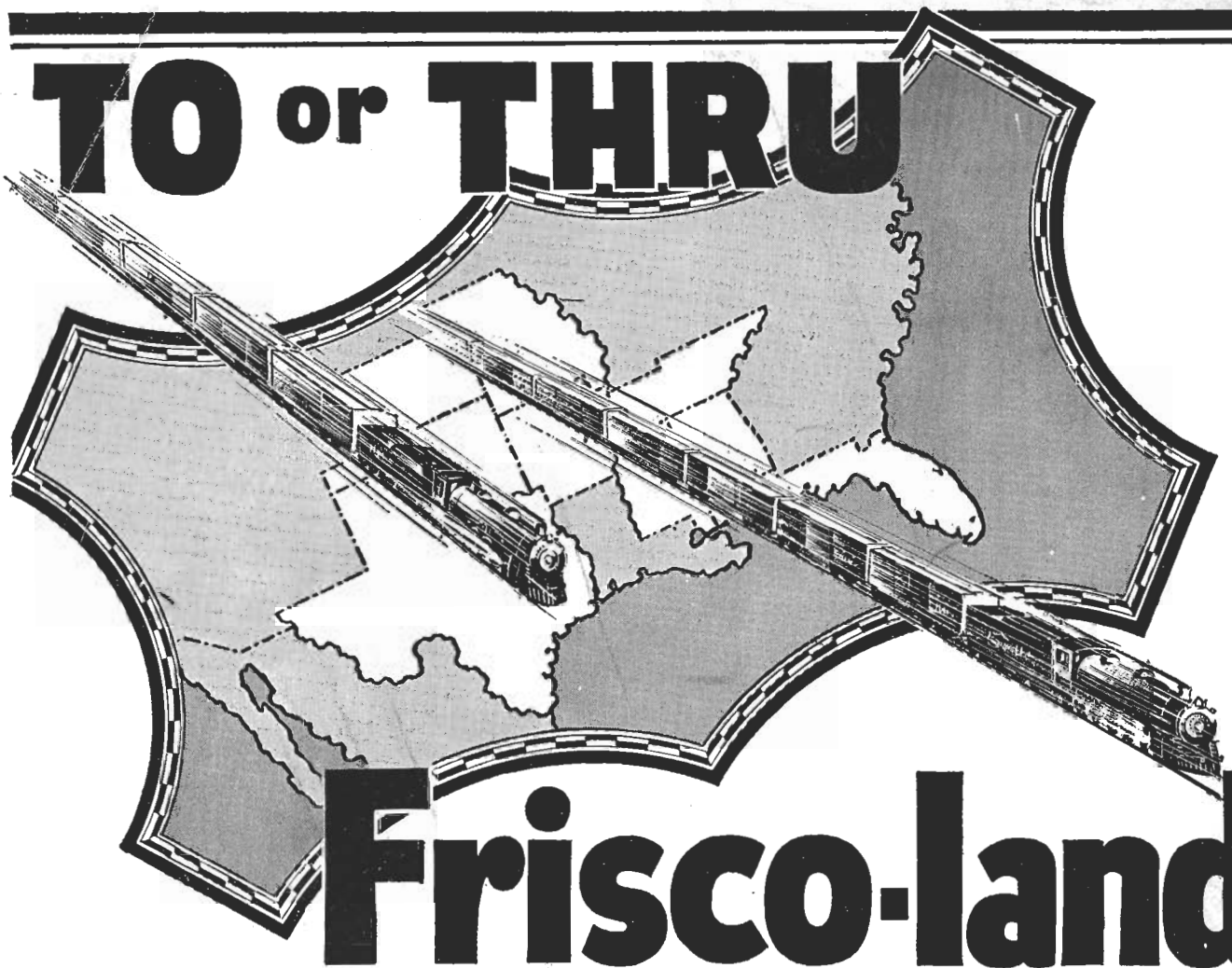
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