

# THE FRISCO EMPLOYEES' MAGAZINE

Vol. XII

SEPTEMBER, 1934

No. 9



(Photo, Runder Photo. Co.)

*Members of the Women's Traffic Club of St. Louis pose for the photographer before boarding the Bluebonnet at St. Louis for a Mystery Excursion on Frisco Lines, August 4-5.*

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(A New Feature)

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R. H. CARR

MRS. R. F. CARR

T. E. CARR

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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

SEPTEMBER, 1934

No. 9

## TO ALL EMPLOYEES

On August 15, J. M. Kurn and John G. Lonsdale, Trustees for the St. Louis-San Francisco Railway Company, Debtor, issued the following notice to all employees:

"The railroad retirement act, approved June 27, 1934, provides that until the retirement board directs to the contrary, the employee contribution percentage shall be 2 per cent. The act also directs that the carriers shall deduct this amount from the compensation of employees.

"The validity of this act is being contested in the courts. Pending the result of the litigation, 2 per cent of your compensation earned on or after August 1, 1934, up to \$300.00 per month, will be deducted, and the amount held for you or the United States as the courts may hereafter decide. Should the law be upheld, the amount will be paid to the treasury of the United States. Should the law be declared invalid, it will be returned to you."

Employee solicitation of passengers to the World's Fair from points on Frisco Lines has been splendid. There is still another month for solicitation of this business and reports of passengers secured should be made direct to the magazine department.

A call on personal friends may reveal a real prospect.

Have YOU sold a ticket yet to the World's Fair?

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

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## THE FRISCO EMPLOYEES' MAGAZINE

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

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

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

MEMBER



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

# Tontitown Stages 36th Annual Grape Festival

**T**HE dust was knee deep.

A blazing sun shot its heat waves to the earth and the thermometer stood at 105.

But despite the heat and drouth, the inhabitants of Tontitown, Ark., gathered together on August 9 to celebrate their 36th Annual Grape Festival. Any other group of people would, in sheer discouragement, have skipped the festival of 1934. The first blow sustained by this brave little colony came in June, when a tornado destroyed acres of vineyards and reduced their picturesque little church to a pile of lumber. Continued heat and no rain took further toll and even the older members of the colony were reluctant to guess on the 1934 crop. The top leaves on the vines have begun to curl and wither, exposing the big bunches of grapes which are fast ripening. A rain at this time would burst the grapes but save the vines. But the cutting season was to start August 20, to continue until September 1. And the best estimate to be secured was that approximately 200 cars of grapes would find their way to the markets from the Arkansas district, despite all obstacles.

There have been many disappointments this year, but who knows what next year will bring? It is always toward the future that they look, philosophically accepting the present, and **if it is not up to standard, they do not allow it to dampen their spirits.**

And so the festival was begun with Mass. By noon many families had gathered at the old school house where they visited and drank pop, and bought ice cream cones for the children. The women of the colony served a big spaghetti dinner at noon in the basement of the school house, and in the afternoon the Springdale Band entertained the crowd with popular airs. Congressman Clyde Fuller delivered an address, and there was a baseball game between Springdale and Tontitown. Following the game another big spaghetti dinner was served, and dancing followed in the evening until a late hour.

If you are familiar with the history of the people of this colony, you will understand that in former years they faced far more serious situations than the partial loss of a crop. Misfortunes seemed to come in numbers when they first "landed" in what is now known as Tontitown. But that was in 1897.



FATHER F. X. DOLLARTON

They face the future courageously and the hard lessons of deprivations, which come with starting a new home in a wilderness, have been relegated to the past. And this is the spirit in which they entered into



Grapes ripening on the vines during the Grape Festival.

## Crowds Enjoy Day of Music, Feasts and Dancing

the celebration of the 36th Annual Grape Festival.

About 1895, one hundred families came from Italy to America. Arriving in New York, unable to speak English, penniless, and with no knowledge of the boundless country and the hope and promise it held for them, they huddled together in the tenement district of New York City. Skilled mechanics, successful farmers they were abroad—but in this strange country they hired out for \$1.50 a day to dig ditches, sweep streets and do other menial labor so that they might earn enough to keep body and soul together. It was indeed different from the "paradise" which they had pictured.

But Austin Corbin, philanthropist and millionaire, in an effort to relieve the congestion of the New York tenement district, bought a plantation at Sunnyside, Ark., and persuaded a number of the families to go down there and grow cotton. They knew nothing of cotton growing, and to make the situation worse, the climate was hot and they were forced to work under masters accustomed to driving negroes. Stagnant lakes proved the birthplace for swarms of malarial mosquitoes, and it was not long before the Italians were overwhelmed with a plague of the swamp disease.

It was a young Priest named Bandini, who led this little disappointed, heartsick and sorely tried group out of the malarial swamps to Tontitown, Ark. Father Bandini was educated in a college in France and dedicated to the church, and when he had taken orders rose rapidly to the position as president of a college in his native province. He made a deep study of the problem of migration of Italians into America. Gaining much renown in this field, the Italian government sent him to America for a year's stay to study condi-

tions. The colony at Sunnyside drew his interest, sympathy and complete attention from the start. And when they sent out a plea for help, it was Father Bandini who went to their rescue.

When he arrived on the scene they were panicky. They did not know how to cope with the disease which had taken more than 125 persons from 100 families. Father Bandini had to work quickly. He got their promise that they would remain until he had found a land more suitable in climatic conditions. So he journeyed into the Ozarks, with the promise that 18 families would await his return.

He went immediately to Springdale, where he had previously visited, and found a farm about to be vacated. A first payment was made on the farm and almost immediately 40 Italian families, not 18, followed Father Bandini to their new home. They were hungry, sick and penniless. The big farm they divided, ten acres to a family and the men went into the mines to work during the winter. Rude homes of logs were constructed and through the long cold days they nursed their sick back to health and planned for the future, their faith and hope in Father Bandini's choice remaining steadfast.

One thousand rabbits caught in traps provided them with meat through that first winter. There was no door open to them, no charity for them. The farmers near them prophesied that they would not be able to meet the second payment on their land and that they would soon be rid of them.

But in the spring these industrious, hard working Italians met the second payment on their plots of ground. They began to set out vines, they planted strawberries and fruit trees, and Father Bandini became so attached to his little colony that he could not tear himself from them. He was master, by right of his priestly authority, but far more by right of his wisdom, sincerity and fitness for the place. The settlement was named Tontitown, because Henry de Tonti was the first Italian ever to explore Arkansas.

Patiently Father Bandini taught his people American laws, American cus-

oms. They learned quickly and proved to be industrious, law abiding, peaceful citizens.

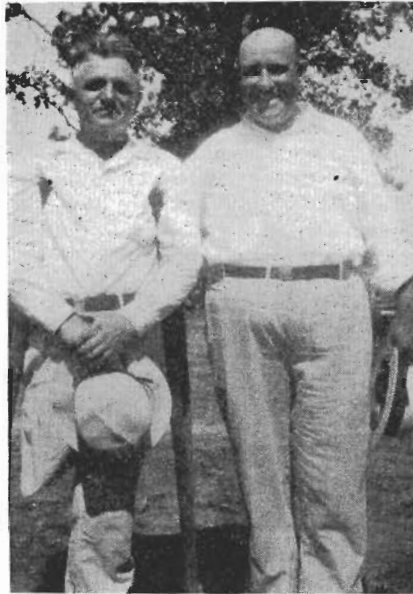
Cottages began to take the place of the log huts; strawberries and vegetables paid them in return during the first years of cultivation. Then came the first crop from the fruit trees and the vineyards, enabling these Italians to completely pay for their land.

And Tontitown folks were proud of the church which they erected, for it was known to be the most beautiful country church in Arkansas, and close to the church there was established a boarding school. Tontitown was now a thriving community and with all credit due to the patience and splendid guidance of Father Bandini who had set out to preserve and to Americanize the best qualities of his people.

The good Father wrote to his church and friends in Italy and one day Tontitown was ablaze with flags of America and Italy, and when the train pulled into the station at Springdale, Ark., who should alight but Baron E. Mayor des Planches, Ambassador at Washington. Tontitown entertained him royally and he marveled at the splendid village, the fine hard working Italians who were so proud of their accomplishments. He walked through acres of vineyards, visited with the Italians in their neat homes and he could not restrain his tears, but they were tears of joy.

And from that day on, Tontitown has grown and prospered. Those people who once came to scoff and

(Now turn to Page 10, please)



(Upper center): Richard D. Taldo (left), secretary-treasurer, Tontitown Grape Growers' Association, and O. L. Young, superintendent Frisco Lines, posed for a picture at the Grape Festival at Tontitown, August 9.



(Left): The Pianalto family pose on the steps of their home for the Frisco Magazine reporter. Mrs. Pianalto was a small girl when the Tontitown settlement was started and remembers distinctly the many hardships endured in establishing the colony.

(Right): "Mother" Morsani was one of the original group which came to Tontitown from Sunnyside, Ark. She is 70 years of age. On her head she is holding, in true Italian style, a big copper water can filled with water.





# "Tip" Watson, Retired, Recalls Early Days of Railroading



F. T. WATSON

**T**HE first month he worked for Frisco Lines he received the magnificent sum of \$22.20; at one time he was in continuous service for three days, and made 520 miles with a circus train; in his first eight

months of service he had to engage in 100 fights in the collection of tickets; at one time he was stabbed by an Oklahoma outlaw and was confined to a hospital for two weeks; he was never taken out of service, and if there were any demerit marks against him when he finished his service, he did not know of them.

The above incidents are merely a few in the colorful career of Francis Tipton Watson, better known as "Tip", one of the best loved, most courteous and efficient conductors ever carried on the Frisco payroll. That statement comes not only from his close friends, but is substantiated by folks who have just ridden with him.

He was retired February 28, 1934. He could still handle a train for a good many more years, but he has reached the age of seventy and, according to the rules, he must retire, and he has earned a future of leisure days, of fishing for bass, and visiting with his friends.

Springfield, Mo., has always been his home. There he was born, February 18, 1864, and there he intends to remain. He was reared on a farm, but when he was 16 years of age he ran away from home, walked to Sedalia, Mo., and "rode the rods" to Springfield, Mo., where he worked for a hardware company. Many of the Frisco men came into the store to purchase goods, and before he knew it, he made application to the Frisco for a job. He

was hired as a brakeman on November 8, 1889, and had the run from Springfield to Thayer at \$1.66 2/3 salary for the round trip. Later he became a freight conductor and was made extra passenger conductor July 28, 1875, and got a regular run July 28, 1895. He served on the Eastern and Southwestern divisions, but the most colorful experiences of his service took place on the latter division, when that part of the country was just being settled.

Everybody rode trains those days, and the regular passenger train consisted of a combination mail and smoker, baggage and chair car, pulled by a small locomotive. W. A. Thoms, then superintendent, called Mr. Watson to his office and singled him out to take the run, Monett to Sapulpa, Okla. Mr. Watson told him that there were two men ahead of him in seniority and to offer it to them first, and if they refused, he would accept. The job of conductor in those days, demanded of a man that he have nerve, backed up by the ability to engage in a fist fight or any other kind of a fight.

Both the older men refused the run, and Mr. Watson accepted it. It was not unusual, in those days, for the passengers to carry 45 Colts, and when the occasion arose, they used them. Mr. Watson states that in the first eight months of his service he engaged in 100 fights. Most of them came about through the fact that passengers boarding the train at Fairland, Okla., enroute to Prairie City, if they bought their ticket be-

## To Be Shot At Was Not An Unusual Incident

fore they boarded the train, only paid 15 cents for the ticket. If they waited until they got on the train, the fare was 65 cents. It required brute force and a steady nerve to collect the additional 50 cents from many of his passengers, but Mr. Watson felt that if that was a rule of the company, then they either paid the difference or he stopped the train and put them off. Drunks were numerous and equally difficult to talk to, and so his troubles were many.

He has been shot at, but never hit, however, he was stabbed twice by a notorious Oklahoma outlaw and was confined to a hospital for two weeks as a result. This outlaw, sobering up, was put out of the negro compartment by the sheriff, and he thought that he was put out by the conductor, and so he pulled his knife and started to work. When Mr. Watson had recovered, he went back on the run and considered it merely an incident in his daily routine.

During the World's Fair in St. Louis, Conductor Watson recalls that on one trip out of Monett he picked up over \$100.00 worth of scalpers' tickets that had passed through the hands of the train conductor, and during a short length of time he also lifted 33 annual passes. He has always adhered strictly to the rules laid down by the company, and, being a keen judge of human nature and of people, he could spot the boys

who were trying to get by his careful check.

He has some old records which he has kept of his early days of railroading, and, in going through them, he found the notation that on August 19, 1896, Andy O'Hara was made superintendent with headquarters at Neodesha, Kan., and the first time card. No. 1, in book form, took effect.

He recalls, at one time a new superintendent was placed



Mrs. J. M. Cheek, "Tip" Watson, Mrs. J. R. Cheek, Joe M. Gambiel and O. V. Smith, presenting Mr. Watson with cake and flowers as he passed through Sapulpa on his last run.

(Now turn to Page 9, please)

# Summer Heat Left On Vestibule Steps

THERE could not have been a more opportune time to put air-cooled lounge cars, coaches and diners on trains than during the summer of 1934. People throughout the entire country have wilted in temperatures ranging from 100 to 110. They sought cooler climes—they traveled to the Chicago Fair, and on vacations into the Ozarks, and each time they boarded a Frisco train, it was with a sigh of relief, for Frisco Lines have placed in service on trains 9 and 10, THE METEOR; trains 4 and 5, THE OKLAHOMA SPECIAL; trains 805-806, THE MEMPHIAN; train 105-106, THE KANSAS CITY-FLORIDA SPECIAL, and trains 117 and 118, THE OIL FIELDS SPECIAL, air-cooled coaches, diners and lounge cars.

After grips are deposited, hats put in the rack, they sink into the seats with most contented sighs. These trains leave their terminals daily and travel through country where cornstalks stand, waving parched and brown leaves in some slight breeze; over dry river beds and through field after field, parched and brown, yet inside is a temperature which makes hot consomme for the noon meal a delight! To look out the window at a country suffering from the worst heat wave known in years and yet be able to sit in a car that is cooled to the temperature one finds delightfully comfortable, has brought praise and more praise from Frisco travelers.

It has been one of the finest selling points for passenger business in years. With the windows closed to keep in the ever-changing ice-cooled air, the travelers arrive at their destination rested and relaxed. None of the "knee deep" dust from the highways nearby has touched them.

It would be difficult to print all the letters of praise—to detail the expressions which have come to the Frisco conductors from their passengers, but from a large number, a few have been chosen, which are most representative.

When the gorgeous new lounge cars, Tulsa and Oklahoma City, were placed in service, the chief electrical engineer of a New York concern was a passenger on the Tulsa's first trip leaving St. Louis. Of it he said: "The new air-conditioned club car, Tulsa, is a marvel of comfort and beauty. It is delightfully, though conservatively modernistic in style

and appointments. The lighting is the most adequate and pleasing that I have seen in any public conveyance and would do credit to the most expensive drawing room. I consider that this car sets a new standard for railroad transportation."

Another business man from Philadelphia, Pa., who rode the car into Oklahoma City and took movies of the interior before it reached its destination, said: "The new air-conditioned lounge car on The Meteor is the most attractive and comfortable car on which it has, thus far, been my privilege to travel. Its tasteful arrangements of both a practical and decorative nature are such that one has the impression of being in a spacious drawing room. The officials of the Frisco are to be congratulated upon having taken this forward step in the provision of much added comfort and pleasure for the traveling public."

The writer chanced to go into the air-cooled coach enroute on train No. 4, August 10. A crowd of 14 persons had boarded the train at Springfield, enroute to the World's Fair through the St. Louis gateway. After they had gotten comfortably settled and the train had left Springfield, they were asked as to their comfort, and many were the complimentary exclamations of relief from the sweltering temperature outside. Upon reaching St. Louis, they again expressed their appreciation of the air-cooled car.

There are many interesting stories told by the conductors about their passengers who ride for the first time in air-cooled equipment. Not long ago an elderly couple got on the train and the first thing the man did was to go to the window and try to raise it. The porter came along and asked him not to raise the window, and told him that the car was air cooled. But the passenger insisted that they wouldn't ride in any car unless they could have air. The conductor came to the rescue and explained in detail the operation of the air cooling system, and the couple listened in rapt attention. When they finally learned that the air was washed and changed completely each four minutes, they all had a good laugh and the passenger told the conductor that they didn't ride much and "weren't up on all the new things".

When he got off at his destination,

## Patrons Praise Superb Comfort of Air-Cooled Equipment

the conductor asked him how he liked his ride. And he replied, "It's the danglest nicest thing I ever saw. Me for the Frisco and we'll be going back with you in a little while."

Air-cooled diners and lounge cars are carried on trains 9 and 10, 4 and 5, 105 and 106, and 117 and 118, in addition to the air-cooled coaches, and on trains 1 and 2, 7 and 8 diners and lounge cars only are carried. The train between Monett and Hugo carries an air-cooled lounge-diner with accommodations for coach passengers.

There is every indication that September and October will be uncomfortably warm months, and Frisco passengers will continue to enjoy air-cooled equipment on various trips which they make. And when winter comes, this equipment serves another purpose, in that it will provide the proper humidity and temperature, for the cars have been completely insulated against heat, cold and noise, and provide the maximum in comfort at all seasons of the year.

## LEAVES CAB FOR WAGON

Before retirement, "Bill" McKinley, engineer of the Frisco's Southwestern division, running out of Oklahoma City, had made up his mind what he would do with his leisure time. For 45 years and 4 months he had "railroaded" and since December 5, 1888, he had been in an engine cab.

On April 30, 1934, he was retired due to his having reached the age of 70. He got a team and rigged up a covered wagon and drove out of Oklahoma City to his own little paradise, his farm eight miles south of Mena, Ark.

Of course he couldn't make 60 miles an hour in a covered wagon, but he went slower than necessary. When he came to a stream where there appeared to be good fishing, he made camp for a little while. No hurry. He wasn't on schedule and he took his time.

With him was his son, Frank, 15, and his two step-sons, Jim, 31, and Howard, 21. In the fall, when things are in readiness at the farm, Mrs. McKinley will go there with the other five children, Vera, 19; Lenora, 17; Boots, 13; Wanda, 11, and Jerry, 4.



## 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 Legion .....                 | Miami, Fla. ....      | Oct. 22-25    |
| American Bankers Assn.....            | Washington, D. C..... | October 22-25 |
| American Petroleum Institute.....     | Dallas, Texas .....   | Nov. 12-15    |
| Order Eastern Star Grand Chapter..... | Tampa, Fla. ....      | Nov. 18       |
| Southern Medical Association.....     | Dallas, Texas.....    | November      |

### 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           |
| U. S. Junior Chamber of Commerce.....   | Columbus, O. ....        | 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         |

## NEWS FOR THE SPORTSMAN

### NEWS BRIEFS FROM OUT OF DOORS

A three-day per week open season for duck shooting in Missouri, for a period of ten weeks, beginning October 19, is the recommendation of Commissioner Buford to the Biological Survey. It is suggested that the shooting days in each week for the period named be designated on Fridays, Saturdays and Sundays. The season would end on December 23, if the recommendation is accepted. Under the proposal of the Advisory Board on Migratory Waterfowl Regulations, the duck shooting season in each of the states would be limited to thirty shooting days, beginning not earlier than October 1 and closing not later than January 15. The apportionment of the season, within those limits, was to be recommended by state conservation officials subject to federal approval.

Distribution of Bobwhite Quail purchased by the Game and Fish Department on contract from the E. E. Breisch hatchery at Windsor and the Ozark Quail Farms at Hardinville, is now being made by J. B. Funkhouser, chief clerk. Plantings this year are

being made through local sportsmen's clubs. Quail were distributed in about twenty counties last year. This year over 10,000 quail have been contracted for and applications are now being filled as rapidly as possible. Those receiving the new hatch of quail agree to see that sufficient feed, water and cover is provided and that the birds be not shot over this year.

### WATERING QUAIL

Due to the lack of water and the complete disappearance of dew, Commissioner Wilbur C. Buford and Chief of Wardens Joe E. Green, of the Missouri Game and Fish Department, have issued a call for aid from the Boy Scouts of Missouri to place water in advantageous spots so that the hatch of young quail in the state may be saved. The older or breeding quail will move to rivers and ponds not yet dry as will the early hatch of youngsters, but the smaller quail, unable to fly, are reported to be dying from lack of water and moisture, and require immediate attention.

The Game and Fish Department has complete instructions prepared on this work as well as the rules for the

prizes, and if any scout has not received these they may be had by writing this department at Jefferson City, Missouri.

### WILD LIFE RESTORATION AND CONSERVATION COMMITTEE

The St. Louis Chamber of Commerce has stepped aside of its restricted field in the recent appointment of a new committee, which will be called "Wild Life Restoration and Conservation Committee", according to Thomas N. Dysart, president. The public interest demands new measures for restoration and conservation, it is pointed out, and it is thought that whatever is done nationally along this line should reach its fullest application and fruition in the state of Missouri. Certainly no other state has more to offer in the way of ideal terrain, good forest lands, abundant streams and springs, and cheap land than Missouri.

"Broadly, this committee will take up the work of obtaining for Missouri a well balanced conservation program, including the share its position entitles it to of whatever governmental funds are appropriated, as well as the location of as many wild-life activities and projects as possible in Missouri," Mr. Dysart states.

Establishment of federal and state game, fish and bird propagation grounds in Missouri is urged. The committee also advocates the establishment of a forestry and park department in the state and the appropriation of sufficient funds for it to operate efficiently. The passage of legislation protecting Missouri's wild flowers and flora of all types from destruction is also advocated. Coordination of conservation groups is also urged as a vital need. A five-point program for restoration of wild life is outlined and additional legislation suggested by the committee.

"The restoration of wild life in Missouri, together with its great natural endowment, will make the state what Theodore Roosevelt called 'a great out-door museum', one which will be enjoyed not only by its own citizens, but one which will attract thousands of tourists to Missouri each season."

### FISH RESCUE WORK EXTENSIVE

Game wardens and rescue crews from the State Game and Fish Department are now engaged in extensive fish rescue work from fast drying streams and lakes in many parts of the state. This summer has been especially hard on fish on account of the drouth coming in the spring when, usually, streams and lakes are being filled with run-off rains, so everyone is urged to help

(Now turn to Page 32, please)

## RECORDS OF FAST HANDLING

A. E. Dean, agent at Wittenberg, Mo., received car CMSTP 712645, malt, in train 833 at 9:30 a. m., July 13. The car was made empty at 4:00 p. m. and returned to St. Louis in train 834 the same day.

This is just another example of the fast handling given to foreign cars on Frisco Lines, as reported to the Magazine by J. H. Doggrell, superintendent of transportation at Springfield, Mo. Special effort is being made, and has been successfully made, at all points on Frisco Lines for some time, to give foreign cars quick handling and reduce per diem costs.

Here are other outstanding records of fine handling: M-K-T 76020, received from the Katy at Durant at 11:00 a. m. July 17. Car moved through to Ft. Towson, Okla., on No. 736, the 18th, and was made empty and returned to Durant in train 737 the same day, and delivered back to the Katy at 9:40 p. m. the 18th.

S. J. Frazier, superintendent at Yale, Tenn., advises that Missouri Pacific delivered LCL shipment of 6,500 pounds in B&O 272560 at Hoxie, Ark., on July 27. The car was spotted to the platform by local and transferred shipment to system car and let the Missouri-Pacific have the B&O car back, without showing up on interchange at all and saved several dollars per diem.

L. E. Henry, agent at Bono, Ark., received CNW 47463 flat, loaded with power shovel, weight 123,000 pounds on Extra 2692, at 8:45 p. m., July 27. Shipment was unloaded and empty car returned to the Cotton Belt at Jonesboro on Extra 2692 at 3:07 p. m. Unloading of this car was completed at 11:00 a. m., and car was ready for movement.

R. O. Beale, of Aurora, Mo., received in train 49, July 30, at 8:25 a. m., CBQ cars 98627, 117276 and 131975 under flour load for Majestic Flour Mill. Cars were placed at 9:30 a. m. and released at 1:30 p. m., and all three returned home to Kansas City, empty, in train 48 the same afternoon.

J. T. Howell, agent at Hunter, Okla., reports that No. 633 arrived at Hunter July 28 at 4:25 p. m. and set out MP 77187, car of automobiles Company. The manager of the automobile concern was anxious to get the car unloaded and make delivery to his customers. Car was set to

## J. BURCH MADE KANSAS CITY TERMINAL SUPT.

### W. A. Drago Takes Similar Job at Memphis

The position of superintendent of terminals at Kansas City, Mo., made vacant due to the death of J. W. Skaggs, on July 13, has been filled with the appointment of J. Burch to that position. W. A. Drago, terminal trainmaster at St. Louis, took the position made vacant by the transfer of Mr. Burch at Memphis.

Mr. Burch, who has served the Frisco at Kansas City in previous years, entered Frisco service on October 27, 1923, as switchman in the Kansas City yards. On October 25, 1924, he was made assistant general yardmaster, and on March 29, 1926, was made general yardmaster. He was transferred to the position of superintendent of terminals at Memphis on February 1, 1932. The appointment as superintendent of terminals at Kansas City was effective August 1, 1934.

Mr. Drago began his railroad service as a messenger in the telegraph office of the B&OSW Railroad at Seymour, Ind., in 1906. He was made a freight brakeman in 1907, and worked for several railroads in various capacities in train and yard service until he came with the Frisco in the capacity of switchman at Springfield, Mo., May 6, 1914. He served in the World War in the Naval Aviation branch, February, 1918, to February, 1919. Upon his return from the war, he was promoted to the position of assistant yardmaster at Springfield, effective in 1920, transferred to Birmingham, February, 1926, as general yardmaster; transferred to St. Louis, February, 1932, as general yardmaster, and appointed trainmaster at St. Louis, December 1, 1932. His appointment as superintendent of terminals at Memphis was effective August 1, 1934.

R. O. Davis, general yardmaster at Lindenwood, took Mr. Drago's place as terminal trainmaster at St. Louis. He formerly served as yardmaster at Monett and as extra freight brakeman.

dock at 4:25 p. m. and unloaded by 5:15 p. m. Empty car billed to and forwarded to Arkansas City, Kan., and forwarded in train 632 at 8:30 a. m., July 29.

The car arrived after the agent's office was closed (as his hours are from 7:10 a. m. until 4:10 p. m.). The dispatcher at Enid was notified

## AGENCY CHANGES

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

August Luckman, Kewanee, Mo., August 2; Clarence Smith, Biggers, Ark., August 3; Claude S. Fisher, Everton, Mo., August 4; William E. Jones, Holdenville, Okla., August 6; Ellis E. Tatum, Quapaw, Okla., August 7; Stephen B. Nichols, Ritchey, Mo., August 8; George K. Patterson, Monette, Ark., July 17; Harry S. Miller, Haverhill, Kans., July 18; William H. Gammel, Portia, Ark., July 20; Fay K. Shrock, Perry, Okla., July 21; Jesse O. Byrne, Brownwood, Mo., July 21; Dewey Asher, Grandin, Mo., July 23; Walter R. Norrid, Grandin, Mo., July 25; Ralph E. Cole, Cold Springs, Okla., July 25; Willard O. Powe, Kimbrough, Ala., July 30; John T. Howell, Mannford, Okla., July 30; James G. Houghton, Magnolia, Ala., July 31; James W. Whittington, Mulberry, Kans., July 31; Dewey Asher, Winona, Mo., July 31.

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

Fred O. Lollar, LaCygne, Kans., August 6; Leslie F. Lindley, Lucien, Okla., August 9; Paul G. Whitson, Cold Springs, Okla., July 12; June P. Sheets, Eagle City, Okla., July 16; Fred O. Lollar, Everton, Mo., July 23; Clyde M. Goodin, Grubbs, Ark., July 28; Francis G. Smith, Hunter, Okla., July 30; Charles M. Neal, Ritchey, Mo., July 30; Harry D. Bentley, Amber, Okla., July 31; Percy A. Weathers, Winona, Mo., July 31.

## VETERAN SELLS TICKETS

T. W. Griffin, pensioned engineer, of Springfield, Mo., advises the publicity department that he secured two passengers, Mr. and Mrs. C. H. Graves, who left Springfield for the Chicago World's Fair on the Bluebonnet, August 10.

The pensioned men have been doing their bit to add to Frisco passenger revenue this month, and each passenger secured is, indeed, an indication of their loyalty.

and the car move home Sunday, even though the Frisco office was closed on that day. As a result of this fine handling, the automobile company officials were most appreciative, and prompt handling, unloading and movement of empty car to owners saved two days' per diem, Hunter being a non-telegraph station.

## W. T. C. ON EXCURSION

One hundred and one members of the Women's Traffic Club of Metropolitan St. Louis enjoyed a mystery excursion on Frisco Lines to Jerome, Mo., August 4-5.

The passengers boarded the Bluebonnet which left St. Louis at 1:40 p. m., August 4, not knowing their destination. Upon arrival at Jerome, Mo., they were located in cabins on the J. Tilden Andres establishment and one adjoining. After dinner on Saturday night, the members enjoyed a dance.

Sunday was a full day for the visitors. Fifty of them were taken to Rolla for Mass, and following their return, a program of athletic events was run off, with approximately sixty of the girls participating. The balance enjoyed horseback riding and swimming.

Following the big chicken dinner at noon, a number of the group played bridge, others enjoyed a swim and still others gathered in groups to talk and sing.

They were handled back on Frisco No. 4, which left Jerome at 8:25 p. m. and arrived in St. Louis at 11:30 p. m. August Brekemeyer, accordionist accompanied the party and played popular airs on the train, both going to and returning from Jerome.

The members and guests of the club expressed themselves as having thoroughly enjoyed the outing. Martha Moore, editor, Frisco Magazine, is president of the club.

## "TIP" WATSON RETIRED

(Continued from Page 5)

on his division and one of the first orders he issued was that trains were not to be backed out of sidings. Shortly after this order was put out, on a cold winter night, when the snow was heaped high on the track and along the right-of-way, Conductor Watson backed his train out of the siding. He was requested to go to the superintendent's office at the end of his run. He was told that he had violated the new rule and was asked the reason. He replied that he always liked to run against the points on such weather, to be sure that there were no split switches. The superintendent admitted that he had not thought of that angle of it and instead of reprimanding him, commended him. It was this spirit of straight forward handling, both with his passengers and with his company that earned him the respect of both.

Another time a superintendent threatened to give him 40 demerit

marks for some minor offense, but for some reason or other they did not show up on his record, for which he was duly thankful.

He says that train travel today, as compared with former years, is like being in a new world. In the heyday of his career there were no world travelers and the travel was practically all local. The same passengers would ride with him several times a week and after a trip or two he would know everybody on the train.

On December 31, 1933, a large crowd from all walks of railroad life, and many personal friends met Conductor Watson as train No. 4 pulled into the station at Sapulpa. There they paid tribute (on his last run) to one of the most beloved of all Frisco conductors. He was presented with a cake and a bunch of roses, and his friends all declared that there would not be one to take his place. Firm, yet kind; straight forward in all his dealings and extremely fair; these and other traits won for him a place in the hearts and minds of both his passengers and his friends.

He tells two stories which clearly prove the above statements. Just two days before he finished his service he was standing on the platform at Claremore, Okla., and a man approached him and asked if he were not Conductor Watson. Upon being told he was, the man said, "do you remember putting me off at Foyil, Okla., 33 years ago? I wouldn't pay the excess and you stopped the train! When I asked you how far it was to the nearest station you said it was nine miles to Chelsea and nine to Claremore—I could take my choice. I know you were right but I wanted to kill you." Even Conductor Watson's fine memory failed him and he could not remember the incident or the passenger, but the passenger remembered him.

Several years ago a woman got on the train at Catale, Okla.; with five or six beautiful children. Conductor Watson said the smallest baby, about 4 years of age, was a "doll". He began to talk to her and tell her how proud her mother should be of her and what a sweet little passenger she was, and the mother spoke up and told him that that was just the way he talked to her mother about her, when she was a child. She also added that Conductor Watson had had as his passengers, her mother and father before they were married—at least 35 years ago.

Today, this conductor is enjoying his leisure time, dividing the days—one at his home on Nichols Street and the next one or two days at his

## MERITORIOUS SERVICE

### CENTRAL DIVISION

July 24—R. L. Holt, agent at Foreman, Ark., discovered right-of-way fire between siding and main line east end of yard and put it out. The fire might have caused considerable damage. Mr. Holt's record was credited with five merit marks.

### SOUTHERN DIVISION

August 6—H. A. Wright, conductor, Thayer, Mo., while getting his lunch at Thayer, overheard a lady talking about making a bus trip to Tulsa, Okla. Mr. Wright told her about train 104 leaving that point at 1:25 p. m. and persuaded her to ride the train, taking with her her two children. A letter of appreciation was placed on his personal record file by S. J. Frazier, superintendent.

## WORLD TRAVELER RIDES FRISCO

Richard Haliburton, a Memphis boy, who is nationally known as a lecturer, newspaper writer and author of several books, left Memphis on Frisco train 105, Saturday morning, July 28, enroute to Miami, Fla., on the start of another world tour. The story of his adventures will be carried in a series for The Commercial Appeal.

He intends to go to Santiago to survey the harbor, then to Haiti to do a story about King Cristof, the black tyrant of 12 years; then Martinique, and to Devil's Island off the coast of French Guiana, thence to New York and France. He will cross the Alps and go through Simplon pass and on to Milan, Genoa, Florence and Rome, where he hopes to get an audience with Mussolini. He will then go to Morocco to spend some time with the French Foreign Legion, then Timbuctoo and Egypt. From there he hopes to make the pilgrimage with the Mohammedans to Mecca.

The lost city of the Queen of Sheba will also claim his attention, and from there he will journey to Jerusalem and to Africa, Russia, Samarkand, Bokhara, Georgia and across Afghanistan to India. He hopes to climb Mount Ararat in the Holy Land.

farm, two miles north of Willard.

Through this interview, he sends greetings to all his friends on Frisco Lines. Several of them have requested by letter that an interview with Mr. Watson appear in the Frisco Magazine and he feels it is indeed a tribute to be so remembered.

## ARE YOU OBSERVING SAFETY RULES?

Are you, as a Frisco employe, proving yourself an example of a "safe" workman? Do you use goggles when welding, when chipping metals, and in other work where there is an unavoidable hazard?

If you are not, then you are one of the men who have helped to make the July accident report show an increase in personal injuries, instead of a decrease. If you were injured, no one believes that you caused it deliberately. But here is the nail that should be driven home: **OVER HALF THE PERSONAL INJURIES SUSTAINED ARE AVOIDABLE!** They might have been prevented, had someone thought first of accident prevention.

The report for the month of July shows that there was an increase of 8 injuries in the maintenance of way department; 4 in the mechanical department, and 1 in various departments, serious enough to report to the I. C. C. For all employes there was an increase of 9 serious injuries and 52 minor injuries.

The total, all casualties, shows an increase of 9 reportable to the I. C. C., and an increase of 48 minor injuries for the month of July, 1934.

Will you help to bring these figures on the other side of the sheet and show a decrease?

One of the railroads has started a club. It's a club to which nobody wants to belong. The terms of membership are that you must have had a serious injury.

Nobody is proud of membership in this group, and after the injury the foreman slips around to the injured man (when he has returned to work again), and hands him his membership card! He doesn't display it openly—it's a kind of secret organization. On his membership card are a lot of safety rules. It's nine chances to one that the workman who gets on the membership list of this unusual club will think twice before he disregards the rules of safety.

## TONTITOWN STAGES GRAPE FESTIVAL

(Continued from Page 4)

scorn, have returned to buy and marvel at the wealth of foodstuffs raised and sold by the good folks of Tontitown. As to their grapes, they are known the world over and they may be found in both the far east and west.

Father Bandini laid down his earthly cares about fifteen years ago in the little village of Tontitown. No person was ever loved as much by his people.

## FRISCO DAUGHTER WINS SCHOLARSHIP

Irma E. Thielker, 18-year-old daughter of Mr. and Mrs. Herman Thielker, of St. Louis, Mo., was signally honored upon her graduation from Cleveland High School, class of 1934, when she was awarded a Cur-



IRMA E. THIELKER

ator Scholarship from the University of Missouri for the years 1934-1935. The award was made on the basis of unusual distinction achieved in both her High School Scholarship and in the college aptitude examination.

It was indeed a keenly felt loss. But this good Priest had led them over the roughest part of the road. His duties were taken up by others and today Father F. X. Dollarton is following in Father Bandini's footsteps.

Father Dollarton has only been in Tontitown a short time and in his hands is a huge task. Tontitown must have a new church. The people must be encouraged and fed through this next winter, and Father Dollarton has many projects started that will keep his people busy and tide them over the winter until the spring. Ground is cleared for the new church and among the Tontitown citizens are many who will donate several days' work a week toward the construction of the new place of worship.

## PATRON PRAISES FRISCO

Anna B. Patton, retired cashier of Aurora, Mo., although she has been pensioned, continues to be alert in the interests of the Frisco.

When she found her niece, Mrs. J. J. Biggs and son were returning to Enid, Okla., from Springfield, she insisted that they ride the Frisco, which they did, leaving Springfield, July 29.

She also asked her friend, Frances Gearhart, to make the trip, Springfield to St. Louis and return via Frisco Lines and in appreciation, Mrs. Gearhart wrote her the following letter upon her return home:

"I wish to express my appreciation of the comfort I enjoyed and the courtesy I received during a recent journey on the Frisco between Springfield, Mo., and St. Louis.

"My experience on this trip confirmed my belief that travel by the Frisco is the most comfortable as well as the safest transportation."

Miss Patton left recently on a long planned trip to Pennsylvania, Kentucky and other points. This is the first real vacation that she has ever had and she expected to enjoy it to the fullest.

During her days at High School she was vice-president of the Honor Society, receiving five Academic awards; president of the Rifle Club, and was awarded four medals; received her athletic pin, letter and a silver loving cup. She also acted as typist for the school paper.

Her father, Herman Thielker, is employed in the freight traffic department of Frisco Lines, at St. Louis, Mo.

And now that the story of their struggle for an existence against great odds is known, is it little wonder that the partial failure of a crop and a tornado has not distressed them beyond hope? Is it not easy to understand their insistence that they have the festival this year to honor Father Bandini, whose idea it was, and to show the world that hope springs eternal?

If you are ever in Springdale, Ark., don't fail to visit Tontitown. You will return to marvel and to praise. Your reception in the village will be sincere and warm, and whatever your own personal problems you will tackle them with renewed courage, with the accomplishments of the Tontitown folks as an example.



# NEWS OF THE FRISCO CLUBS

## *Sunnyland Club of Kansas City*

Members of the Sunnyland Club of Kansas City, Mo., secured thirty-six cars of freight, fifty-eight LCL shipments and one passenger during the month of July, 1934, according to a report issued by J. R. Coulter, traffic manager.

This business was secured by the following members of the club at Kansas City: F. H. Fenner, C. C. Lacy, R. P. Ruisinger, Ethel Martin, H. L. Herman, E. C. Lindeman, A. J. Westerman and F. B. Malcolm (all of the transportation department); W. Bullard (mechanical department), T. J. O'Brien (maintenance of way) and S. A. Jackson (operating department). A total of 106 tips were turned in, which resulted in securing the business totaled above.

## *Colored Club of Hugo, Okla.*

Thirty-two members were present at the August 5 meeting of the Colored Club of Hugo, Okla., and a splendid report of business secured during the month of July was made.

A total of 39 tickets were sold, many of them for short trips, but five were from Paris, Idabel and Hugo to the Chicago World's Fair.

A program of music and addresses was enjoyed by the members present and several committees were appointed to further the interests of the club and the Frisco.

## *Late Reports*

The report of business secured by the Vernon, Tex., and Clinton, Mo., clubs did not arrive in time to be included in the report of business secured by the club members for the first six months of 1934, as reported in the August magazine.

J. E. Kerr, president of the Vernon club, reports 14 carloads and 6 passengers, secured by members of his club, first six months' period of 1934, and C. H. Morrison, president of the Clinton, Mo., club reports 11 carloads, 4 passengers and 990 LCL shipments secured by his members.

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

The steamship President, which plies the Mississippi each afternoon and evening carrying excursionists for a gay ride on the river, carried a splendid group of Frisco folks on the evening of August 8. The Frisco

Girls' Club distributed and sold several hundred tickets, and the result of the sales netted the club \$27.56.

Ella Ecklekamp, president of the club, wishes, through the magazine, to thank the members who sold tickets for this event, as the money realized helped to pay this club's share of the expenses of the recent picnic held at Sylvan Beach.

## *Springfield Girls' Club*

While news items from the Springfield Girls' Club have not been numerous for the past few months, none the less they have been quite active despite the severe heat wave in Springfield, Mo.

During June the members of this club joined with the Frisco Men's Club in staging the big picnic at Doling Park, on June 26.

On July 24 members of the Girls' Club held an outing at Doling Park. Preceding the picnic repast, the group enjoyed a swim, and after dinner the evening was spent informally.

Selma Hoffman, Luna Wilder and Pearl Townes were on the committee in charge of arrangements.

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

Members of the Frisco Colored Club of St. Louis met at the Tower Grove Club Rooms at 7:30 p. m., on Friday night, August 10.

Plans were made for a big excursion to Memphis, Tenn., and other matters of business were discussed. Willie Robinson was instrumental in securing the movement of 15 members of the Elks Club to Oklahoma City and return, as well as one fare from Osceola, Ark., to Memphis Tenn.

## *Kansas City Sunnyland Club*

The basket picnic held by the Sunnyland Club the evening of July 31 at Campbell's Lake, was greatly enjoyed by every one of the 300 people who attended. As is usual at such affairs, there was more food than could possibly be devoured by the hungry throng, and the club furnished, without restrictions, all the soda pop and ice cream anyone could handle without painful results. Besides affording an opportunity for swimming in one of the finest pools in the vicinity, for those who were interested, there were fifteen contests and races, which furnished many thrills for the participants and much merriment for the specta-

tors. Prizes were awarded to the winners and runners-up of each event.

Chet Combs, the speed demon from the local office, wrested the winning title from Alonzo J. Finn, in the fat men's race, and Barney Scanlon, coach inspector, undefeated champion for a good many years, still retains his title for having the largest family. There were many who, although unable to attend in time for the picnic dinner and contests, joined the merry-makers in the evening for the free dancing, which continued in the cool, open-air ballroom until 1:30 a. m., and was a most enjoyable feature of the affair for the younger set, and many who were not so young. By the time the dancing started, the crowd had increased until it was estimated something like five hundred Sunnyland Club members and their families were present. The picnic was such a huge success, in every way, that plans are already being made to repeat the outing next year, and it will likely become an annual summertime affair.

## *Colored Club of Okmulgee, Okla.*

Due to the extreme hot weather, members of the Colored Club of Okmulgee, Okla., while discontinuing their meetings, have been hard at work soliciting passenger business for Frisco Lines. Below is the report from the club for the month of August, to date:

Mrs. Ruth Flet, passenger, Okmulgee to Chicago; passengers, Alexander, La., to Okmulgee; Okmulgee to Tulsa; Okmulgee to Commerce, Tex., and Okmulgee to Marshall, Tex.

Business reported by the members during July follows: passengers, Okmulgee to Oakland, Calif.; Okmulgee to Oklahoma City; Tulsa to Chicago; Okmulgee to Wetumka, Okla., and return.

Meetings of the club will be continued again with cooler weather.

## *Birmingham, Ala.*

Approximately 300 Frisco employees, their families, and friends attended the big picnic held at Roebuck Country Club on the evening of July 18. The affair was in the nature of a big barbecue-picnic, with sports events featured on the afternoon program and the barbecue and dancing in the evening.



Winners of the athletic contests, and the event each won, are quoted below:

**First event,** 50-yard dash for boys, age 6 to 12, \$1.00 cash won by Bobby Walsh, son of M. E. Walsh, local agent.

50-yard dash for girls, 6 to 12, \$1.00 cash won by Edith Burrus, daughter of W. E. Burrus, general yardmaster.

50-yard dash for boys, 13 to 16, inclusive, \$1.00 cash won by Jace Green, son of H. J. Green, cashier.

50-yard dash for girls, 13 to 16, inclusive, \$1.00 cash won by Jane Thompson, daughter of Ed Thompson, fireman.

Above prizes were given by the Employees' Club.

**Broad jump**—men, 16 to 21, inclusive—was won by Sanford Enslen, son of Car Foreman S. P. Enslen. Prize, one ton of Brilliant coal, donated by Grider Coal Sales Agency.

**100-yard dash** for all men over 21—was won by Fred McDuff, special agent. Prize, one ton of Howard egg coal, donated by Moss-McCormack Coal Co.

The rolling pin contest, which created much amusement, was won by Mrs. E. A. Teed, wife of superintendent of terminals; prize was a 96-lb. sack of meal, donated by the Western Grain Company.

The cracker eating contest (and here is where the laughs came) was won by Mrs. Jack Schroeder, wife of Jack Schroeder, traffic manager, Tennessee Coal, Iron & R. R. Co. Long-Lewis Hardware Co. donated the prize, a lovely water set.

The golf driving contest was won by Bill Johnson, special agent. Prize, a set of golf balls, given by T. H. Banister, traffic manager.

The judges in the bathing beauty contest were hard pressed to make a decision; six lovely mermaids were so confusing. This contest was won by Mrs. R. Andrews, a visitor with Vince McAlister, machinist. Mrs. Andrews was the proud recipient of a lovely pair of pajamas, donated by E. T. Boyd, of Boyd's Cafe, East Thomas Yards.

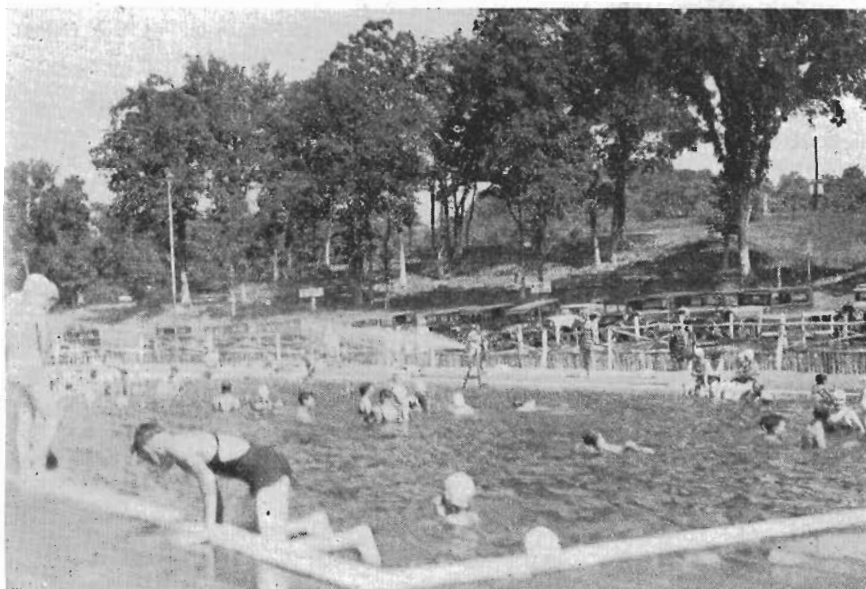
Next the human fish contest—after much tugging and pulling between Ray Dodgen, switchman, the fish, and Bill Johnson, special agent, the fisherman. The battle was finally won by Ray, who received one ton of Empire coal, donated by the DeBardeleben Coal Corp.

At 6:30 p. m. everybody was in line for that good old fashioned barbecue and all the trimmings. Everything was very quiet until 8:00 p. m.—at which time the prizes were awarded the winners and additional prizes

## St. Louis Clubs Sponsor Picnic

**T**HE picnic staged by the Frisco Men and Girls' clubs of St. Louis the Terminal Club and the Frisco Association of Metal Crafts and car department employees at Sylvan Beach, Sunday, July 29, was considered the most successful event of its kind sponsored by St. Louis clubs. Approximately 3,500 persons were in attendance.

round and other concessions of a like nature kept the children amused, and there were ponies there for riding, as well as horses for the grownups. The pool claimed its share of enthusiasts, as well as the river nearby, where motor boating and canoeing, as well as swimming was enjoyed. Two thousand tickets, valued at 5c each were given free to the children, which were exchanged for ice cream



*The swimming pool was a popular place for Frisco folks at Sylvan Beach on Sunday, July 29.*

The location of Sylvan Beach, within a few minutes drive of St. Louis, made it easily accessible, and the grounds there were ample to take care of the enormous crowd. There was entertainment for young and old, and even though the day was a warm one, entire families came to spend the day, leaving late in the evening after the dance.

The four clubs pro-rated the expense of the affair, chartering busses to take those not having cars to the picnic grounds. During the morning and afternoon there were soft ball and horseshoe pitching contests (both of these events won by teams from the St. Louis terminal). A merry-go-

cones, pop, etc.

Crowds surged on the dance floor from early afternoon until late in the evening, and the prize waltz was won by Mr. and Mrs. Albert J. Bluth. Mr. Bluth is an employee of the Interline department. A \$5.00 kit of Daggett & Ramsdall cosmetics was presented to Mrs. Bluth and Mr. Bluth received some ties.

John Daniels, J. E. Nash, Ella Ecklekamp and J. S. Abbott, presidents of the organizations which sponsored the affair, were on hand every minute to see that things moved smoothly, and those who attended expressed themselves as having the best time ever enjoyed at a like affair.

given those holding the lucky numbers.

First lucky number drawn was held by George Martin, switchman, who received a 24-pound sack of meal, donated by Western Grain Co.

A box of gentlemen's linen handker-

chiefs was won by Mrs. R. A. McCaffrey, wife of traffic manager, U. S. Cast Iron Pipe Co. This prize was given by various Frisco officials.

Another sack of meal, 48 pounds, and donated by Western Grain Co., was won by Mrs. Martha Allen, sec-

retary to M. G. Cooper, claim agent. A lovely pair of pajamas was won by Mrs. Mason King, wife of assistant freight traffic manager, Southern Railway. This prize was donated by Frank Joyce, jeweler and Frisco time inspector.

Mrs. Ted Banister held the lucky number that called for 10 gallons of Sloss Special Benzol, donated by the Sloss-Sheffield Steel & Iron Co.

H. E. Green, local office, won the two pair of ladies hose, given by the Frisco officials.

Mrs. C. J. Thompson, wife of chief clerk to superintendent terminals, held the lucky number for the ton of Galloway Coal, donated by Grider Coal Sales Agency.

A very lovely tie was won by Mrs. L. J. Mantoux, wife of coal car agent—this prize given by Frisco officials.

After all the excitement due to the drawing was over, the strains of Dunk Rendelman's Orchestra were heard from the ballroom and dancing was enjoyed until a late hour.

During the intermission the guests were surprised with a very beautiful Spanish dance number by Miss Jane Thompson.

One of the most enjoyable features of the evening was the acrobatic dancing of little Miss Marie Dudley, niece of Fred McDuff, special agent, who is a very talented little tot and captured the hearts of all present.

The prize waltz was won by Mr. and Mrs. N. B. Beck, machinist, and wife. Mrs. Beck was presented with a lovely purse and Mr. Beck a shirt.

Late in the evening everybody returned to their homes, tired but happy, agreeing that this was the best picnic yet.

### Northwest Arkansas Frisco Club

The regular meeting of the Northwest Arkansas Frisco Club, joint with the Ladies' Auxiliary, was held on the freight platform, Fayetteville, Ark., August 8. Approximately 85 persons were present.

O. L. Young, superintendent; H. E. Gabriel, assistant superintendent, and C. O. McCain, D. F. & P. A., all from Ft. Smith, were present and addressed the meeting, as did J. W. Gray, Frisco watch inspector of Fayetteville.

A total of 23 tips were turned in by members of the Men's Club and 8 from the Ladies' Auxiliary. At the close of the meeting, ice cold watermelon was served to all those in attendance.

### Hugo, Okla.

The regular monthly meeting of the Frisco Employes of Hugo, Okla., was held in the assembly hall of the passenger station on Tuesday, August

13, with approximately 200 employes, their families and residents of Hugo and vicinity in attendance. O. L. Young, E. L. Collette and H. E. Gabriel, division officials attended.

### A LOYAL SUNNYLAND CLUB WORKER

J. O. Burns, section foreman, Kansas City, was wide awake on the job when he heard that two girl travelers had decided to make a trip to New Orleans by bus. However, Mr. Burns suggested that they visit the Frisco coach yard and look over the new Frisco air-conditioned coaches, with the result that they purchased two railroad tickets via Frisco.

The air-cooled service is a great selling feature and, when the public becomes acquainted with the comforts of this service, it will revolutionize railroad travel.

The meeting was opened with a musical program by the Hugo Band, C. E. Baily, bandmaster, conducting. O. L. Young introduced W. E. Schooler, editor of the Hugo Daily News and president of the Hugo Chamber of Commerce, who took charge of the meeting.

Mr. Schooler introduced Reverend Crowell, pastor of the Presbyterian Church. Rev. Crowell recently transferred to Hugo talked on his impression of the southeastern part of the United States; O. A. Brewer, county attorney, talked of the relation of county officers with the employes and the Frisco; Dave Stovall, former state representative, addressed the group on the subject of the relations of the Frisco with Choctaw County, and with the legislative body at Oklahoma City; Mayor Carl Sager, of Hugo, spoke of the relations of the railroad and the Hugo community; W. B. Harris, manager of the Local Public Service Company, talked on public utilities and their relation to the community in which they operate; C. D. Brokman, local manager of the Sinclair Oil Company, talked on his company's business and the appreciation of its officers for the interest shown by the railroad company; C. S. Lambeth, manager of the Steven & Lambeth Dry Goods Company, spoke of the fine service given his company by the Frisco, and H. Goldfeder, owner of the People's Store at Hugo, made a short address and expressed his appreciation of the service given him by Frisco Lines and its employes.

Among the Frisco men to address the gathering were, C. H. Garrison, who talked on personal injuries, their cause and effect on employes; Dr. G. E. Harris, company physician, and O. L. Young both made interesting talks, Mr. Young introducing various out-of-town guests, and Dr. Harris talking on local conditions which affected the community.

Mr. Garrison entertained the group for some time with tricks of magic, which added greatly to the evening's entertainment.

In closing the meeting, Mr. Schooler expressed appreciation to members of the Chamber of Commerce who were present and who assisted in putting on the program for the evening, and O. L. Young expressed appreciation, on behalf of the railroad company, for the splendid evening of fellowship and entertainment.

### FINE SHIPMENTS OF FRUITS, VEGETABLES AND CANNED GOODS

Considering the drouth, which has seriously damaged the crops throughout the entire country, it is encouraging to list a splendid movement of fresh fruits and vegetables, as well as canned goods, over Frisco Lines. The movement covers the shipments for this season, up to and including August 17.

Strawberries, 951 cars; watermelons, 816 cars from River division and Southeastern Missouri; potatoes, 703 cars from Florida district and 442 cars from Central division; green corn, 34 cars from Central and River divisions and Northeast Arkansas; peaches, 18 cars from Alabama and the Ozarks; radishes, 19 cars from Arkansas; spinach, 10 cars from Arkansas; sweet potatoes, 4 cars from the Florida district; raspberries, 6 cars from Arkansas; grapes, 20 cars from the Ozarks to date; cantaloupes, 9 cars from Arkansas; cabbage, 2 cars from the Northern division; tomatoes, 4 cars from the Ozarks; mixed vegetables, 6 cars from the River division, and 1 car green beans from Alabama.

In addition to the movement of the fresh fruits and vegetables listed above, 428 cars of canned goods have been moved from Arkansas, 298 from Missouri, and 19 from Oklahoma.

Reckett: "Where did you get those trousers, Beckett? They fit you like a glove."

Beckett: "That's just why I'm kicking about them; they should fit like trousers."



# THE PENSION ROLL



## LAURENCE CROTTY

LAURENCE CROTTY, engineer, Eastern division, was retired from active service July 13, 1934, due to his having reached the age of 70. He was born July 13, 1864, at Geneso, N. Y., and educated in the schools of Pleasant Hill, Mo. He entered the service of Frisco Lines July 3, 1884, as engine watchman at Olathe, Kan., and was promoted to the position of fireman, August, 1885. He was made engineer January 10, 1888, and was transferred to the Eastern division as engineer in 1924. On January 31, 1910, he married Hattie Poague, of Clinton, Mo. Mr. and Mrs. Crotty have no children. They live at 115 East Clinton Street, Clinton, Mo. Continuous service of 49 years and 1 month entitles him to a pension allowance of \$70.10 a month, effective from August 1, 1934.

## WILLIAM THOMAS BARKER

WILLIAM THOMAS BARKER, yard engineer, Kansas City, was retired from active service July 31, 1934, due to his having reached the age limit. He was born July 12, 1864, at Shelbyville, Mo., and was educated in the schools in Kansas City. He worked for the CB&Q and Kansas City-Independence Rapid Transit Company before coming with Frisco Lines as a fireman out of Kansas City, Mo., July 18, 1890. He was made an engineer on the Northern division in 1896. On September 28, 1887, he married Angie McHold, of Kansas City and to them was born one daughter. Mr. and Mrs. Barker reside in Kansas City. Continuous service of 44 years entitles him to a pension allowance of \$71.90 a month, effective from August 1, 1934.

## WILLIAM EDWARD TERRY

WILLIAM EDWARD TERRY, engineer, Southwestern division, was retired from active service December 21, 1933, due to total disability. He is 61 years of age, born December 2, 1872, at Gainsboro, Tenn., and educated in the public schools of Missouri. He began his service with Frisco Lines as an engine wiper at Monett, Mo., November 24, 1894. From the position of wiper and general work around the roundhouse he was made a fireman and then promoted to the position of engineer.

*Eight Frisco Lines veteran employees, with combined service of 270 years and 5 months, were placed on the Pension Roll at a meeting of the Board of Pensions, held August 20, 1934, at the St. Louis General Office.*

On January 1, 1912, he married Ethel Frost, of Cassville, Mo., and to them were born three sons and one daughter. Mr. and Mrs. Terry reside in Verona, Mo. Continuous service of 36 years and 11 months entitles him to a pension allowance of \$87.75 a month, effective from August 1, 1934.

## WILLIAM DENNIS SCOTT

WILLIAM DENNIS SCOTT, engineer, Ft. Worth, Tex., was retired from active service July 9, 1934, due to his having reached the age limit. He was born July 9, 1864, at Milan, Ohio. He served the Pennsylvania and N&W Railways before coming with Frisco Lines as an engineer in March, 1898, and worked on the extra board out of Monett, Mo. From October, 1898, he was on a regular run out of Monett; in 1899 he was on a mixed run from Sapulpa to Okmulgee and Henryetta, Okla., and then served, Sapulpa to Sherman, Tex., in freight service. He was later made extra passenger engineer, and then assigned to a regular run, Sherman to Brownwood, Tex. He married Mary Ellen Gorman, of Johnstown, Pa., and to them were born a son and a daughter. Mr. and Mrs. Scott reside in Ft. Worth, Tex. Continuous service of 36 years and 4 months entitles him to a pension allowance of \$93.85 a month, effective from August 1.

## WILLIAM SAMUEL LESTER

WILLIAM SAMUEL LESTER, conductor, Northern division, was retired from active service May 6, 1934, due to total disability. He is 67 years of age, born December 4, 1866, at St. Louis, Mo., and educated in the St. Louis schools. He began his railroad service as brakeman on the C&A Railroad. He also served the St. Louis and Chicago Terminal Railroad Associations, 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. In October, 1892, he married Lottie E. Keehne, of St. Louis, and to them were born one son and one daughter. Mr. and Mrs. Lester reside in Monett, Mo. Continuous service of 28 years and 10 months entitles him to a pension allowance of \$57.75 a month, effective from August 1, 1934.

## JOSEPH DENNIS FRY

JOSEPH DENNIS FRY, yard engineer, Paris, Tex., was retired from active service July 30, 1934, due to his having reached the age limit. He was born June 21, 1864, near Logansport, Ind., and educated in the schools near his home. He served as fireman and engineer for the Santa Fe from 1891 until 1905, coming with Frisco Lines as an engineer out of Hugo, Okla., June 21, 1906. He worked out of Hugo from June 21 until December 21, 1906, when he accepted yard service at Paris, Tex. He has been in continuous service in the Paris yard since that time. On September 27, 1888, he married Addie Louella Cooley, of Bucklin, Mo., and to them were born three daughters and two sons. Mr. and Mrs. Fry reside in Paris, Tex. Continuous service of 28 years entitles him to a pension allowance of \$41.15 a month, effective from August 1, 1934.

## HENRY PRICE

HENRY PRICE, yard engineer, Memphis, was retired from active service September 3, 1933, due to total disability. He is 60 years of age, born March 26, 1874, at Horn Lake, Miss., and began his service with Frisco Lines as a locomotive fireman in the Memphis Terminal, December 7, 1905. He was promoted to the position of locomotive engineer August 8, 1912. On September 8, 1911, he married Lela Stringer, of Mobile, Ala., and to them were born two daughters. Mr. and Mrs. Price reside in Memphis, Tenn. Continuous service of 27 years and one month entitles him to a pension allowance of \$49.45 a month, effective from August 1, 1934.

## SILAS TIPTON ODLE

SILAS TIPTON ODLE, section laborer, Cedar Gap, Mo., was retired from active service June 15, 1934.



due to total disability. He is 56 years of age, born January 16, 1878, at Gainsville, Mo. He began service with Frisco Lines at Cedar Gap, Mo., in the B&B department, in 1914, where he remained during his entire service. He lost his first wife by death, the former Grace Harper of Cedar Gap. His second marriage was to Laura Freeman, of Mansfield, Mo. There were three sons and two daughters born of the first union. Mr. Odle also has a stepdaughter. Mr. and Mrs. Odle reside in Cedar Gap. Continuous service of 20 years and 2 months entitles him to a pension allowance of \$20.00 a month, effective from August 1, 1934.

## In Memoriam

### GEORGE DUNCAN TATE

GEORGE DUNCAN TATE, pensioned section foreman, died at his home in Seneca, Mo., August 21. He was retired October 9, 1930, due to total disability. He was born at Pierce City, Mo., April 3, 1869, and was educated in the public schools there. Entering Frisco service in 1887, he was hired as a laborer on a fence gang. Later he served successfully as section foreman at Pierce City, Tulsa and Wyandotte. Continuous service of 24 years entitled him to a pension allowance of \$26.00 a month, and during his lifetime he was paid a total of \$1,213.55.

### JOSEPH WINCHESTER

JOSEPH WINCHESTER, coal passer, of Winona, Mo., died at his home on July 30. He was born February 15, 1858, in Wayne County, Ky., and was educated in the schools at Monticello, Ky. He came with Frisco Lines May 19, 1913, as section laborer at Winona, Mo., and held that position during the remainder of his service with the Frisco. His pension allowance was \$20.00 a month and during his lifetime he was paid a total of \$1,400.00.

### SAMUEL LEWIS LONG

SAMUEL LEWIS LONG, pensioned brakeman of Xenia, Ohio, died at his home on August 4. He was born September 13, 1859, at New Jasper, Ohio, and began his railroad service with Frisco Lines as a brakeman on June 21, 1908, on the Southwestern division out of Francis, Okla., where he served his entire time. His pension allowance was \$25.50 a month and during his lifetime he was paid a total of \$1,460.40.

## GOGGLES SAVE 35 EYES

C. H. Baltzell, director of accident prevention, has in his office at Springfield, Mo., 35 cracked lenses which came from goggles worn by Frisco workmen and which bear the tale of thirty-five eyes saved from blindness.

The last pair sent in were worn by Leo Baldwin, of the Kansas City terminal, who took the precaution and followed the rule of putting on goggles before he attempted to use a sledge cutting bolts. A piece of metal flew up and cracked one lense of the goggle.

The glass in each pair of Frisco goggles is shatter-proof and these thirty-five men have expressed their interest in seeing that their fellow employees wear goggles to prevent eye injury.

## MERIT CUP CONTEST REPORT

The employees of the Kansas City Terminal jumped from tenth to first place in the second quarter of 1934 in the transportation department merit cup contest, and showed a total of .0052 casualties per 1,000 man hours worked. The Northern division ranked second, with a total of .0070 and Memphis Terminal ranked third, reporting .0081.

The River division jumped from twelfth to first place in the second quarter in the mechanical department merit cup contest, reporting not a single casualty. Second place was won by the Southern division, which reported .0047 casualties per 1,000 man hours worked, and the Northern division stood third, reporting .0107.

## STOCK HANDLED QUICKLY

E. A. Teed, superintendent of terminals at Birmingham, Ala., reports some record handling on shipments of stock to packing houses on the Birmingham Belt.

According to advice, L&N cars 18760, 19062, 19375, 19342, 18859, 18785 and NC 26103 were received from the L&N Railroad on August 13 at 5:25 p. m. Cars were all made empty and delivered back to the L&N by 10:15 p. m., same date.

On August 16, the L&N delivered to the Frisco at Birmingham cars CB&Q 59353, 54404, 57613, 59636, 57240, 59648, 67108, 57783, 57391, 57758, 59397, 59823, 59802, 56591 and SL5H 4131 at 1:30 p. m. Cars were made empty and returned to the L&N by 9:30 p. m. the same date.

## THE HONOR ROLL

The Magazine staff will greatly appreciate information of employee solicitation, such as the two cases quoted below. These cases sometimes fail to reach the president of the clubs in the various cities, and, in order to be given proper credit, should be reported to either the club president in the city or town in which the case occurs, and also to the Magazine.

Dolph Dick, machinist at Springfield, Mo., during his leisure hours away from the shops, solicited and secured a passenger, SPRINGFIELD, MO., TO LOS ANGELES, CALIF., who had planned, before being approached by Mr. Dick, to make the trip by bus.

F. S. Porter, engineer, of Lyons, Kan., secured two CARS OF COAL, to be routed Frisco Lines, when he made a call on one of his friends one morning recently.

Appreciation is extended to both these gentlemen. A passenger or a carload of freight from each employee on Frisco Lines would, indeed, swell the revenue, and those in charge of the solicitation program feel that all employees are making an earnest effort to add their names to this honor roll.

## IT'S CHEAPER BY TRAIN

A very satisfied passenger, who traveled through the St. Louis gateway to the World's Fair, via Frisco Lines, has returned and praised the comfort of Frisco service.

Rudolph Woods, of the Woods Manufacturing Company, of Ft. Smith, Ark., made a trip to Chicago and the Fair, accompanied by his wife and young son. They used Frisco air-cooled equipment, and Mr. Woods said that they made the entire trip in comfort and were well pleased with the service. Further, that one would be foolish to drive to the Fair when travel by train is so comfortable and cheap. He advises that they got around very nicely in taxicabs in Chicago and for less than it would have cost him to have cared for his own car while in that city.

## A CORRECTION

Notice of the retirement of J. T. Fite, mechanical inspector of Springfield, Mo., carried in the August issue of the magazine stated that Mr. Fite has two sons by a former marriage. Mr. Fite also has a son by his second marriage. John Fite the son, is now working during school vacation at the Frisco's reclamation plant.



# THE MERRIMENT PAGE



## Waitin' for Another

"Why didn't you shoot that tiger?"  
"Aw—he didn't have the right kind of expression on his face for a rug."

## GOOD CHEER

"What are you knitting?"  
"Something to cheer up the boys."  
"How silly, the war is over."  
"This is a bathing suit for me, dear!"

## USE YOUR HEAD!

"I locked the car up before we left it and now, confound it, I've lost the key."  
"Never mind, dear. It's a fine night—we can ride home in the rumble seat."

## Still Waiting

"Just as soon as the coroner decides Jones died by accident, his wife will get \$10,000 insurance."  
"Aha, prosperity is just around the coroner."

## NEVER THOUGHT OF THAT

"Who was the smartest inventor?"  
"Thomas A. Edison. He invented the phonograph and radio so people would stay up all night and use his electric light bulbs."

## BEG PARDON?

*Criticized for addressing his employer as Mr. Arrison, an East-end Londoner remarked:*

"Well, if a haitch and a hay, two hars and a hi and a hess, a ho and a hen, don't make 'Arrison, I don't know what does!"

## I'll Make It

A few minutes after receiving a warning letter, a negro appeared at the ticket window of the railroad station.

"Cap'n, sir, when do the fastest train leab dis town?"

"Sorry, Uncle, but the fastest train left five minutes ago."

"Dat's all right, boss; I'se in a hurry, jus' you sell me a ticket and tell me which track she lef' on."

## COOL OFF WITH THIS ONE

Passenger (in bus stuck in snow-drift): "We can't sit here all day, driver. What are we going to do?"

Driver (fed up): "Well, 'ow about makin' a nice snow man?"

## Not So Good

"You looked so absent-minded when I spoke to you this morning."  
"I was probably all wrapped up in thought," said she.  
"It's a wonder you didn't catch cold!"

## SMARTY!

*The bus driver was obliged to pull up very suddenly at the street crossing and, in doing so, grazed the side of a taxi. The taxi man turned on the bus driver and gave vent to a volume of vituperation and abuse, and, as the bus man sat smiling and unresponsive, kept it up until he was exhausted and could say no more. Then the bus driver smiling, retorted: "I thought you'd be cross."*

## FOR LAND SAKES!

The teacher asked the children to write an essay, choosing their own subject. Mary chose the subject "Ants", and here is her essay:

"My subjeck is 'Ants'. Ants is of two kinds, insects and lady uncles.

"Sometimes they live in holes and sometimes they crawl into the sugar bole, and sometimes they live with their married sisters.

"That's all I know about ants."

## JUST SCANDALOUS!

"It's scandalous to charge us ten dollars for towing the car only three or four miles," protested the wife.

"Never mind, dear," replied hubby, "he's earning it. I've got my brakes on."

## ETHICS!

"What are ethics, pop?" asked the son.

"Well, I'll tell you. Suppose a customer comes into my shop and buys a necktie that costs a dollar. He gives me a two-dollar bill and walks out without the change.

"Now, here's where the ethics come in. Should I keep the extra dollar myself, or tell my partner about it?"

## Heavens!

First Newlywed: "Your wallpapering job looks fine, dear, but what are those funny bumps?"

Second Newlywed: "Good heavens—I forgot to take down the pictures."

## NOW, DEAR—!

"I've set my heart on a Rolls Royce," said she.

"That's the only part of your anatomy that'll ever set on one."

## ANOTHER?

She: "Hiv ye seen ma thimble, Angus?"

He: "Aye, ye'll find it by th' whiskey bottle. I gave McDonald a night cap last evenin'."

## Austin's New One

An old codger was crossing a busy street when a huge police dog dashed into him and bowled him over. The next instant an Austin skidded around the corner, bumped him, inflicting more severe bruises. Bystanders assisted him to his feet, and someone asked him if the dog had hurt him.

"Not exactly," he replied, "It was the tin can tied to his tail that did the most damage."

## OH, YEAH?

"I'd like to write a novel!"  
"Do you know how to write?"  
"Oh, I shall use a typewriter."

## And So—On and On!

"Go easy. This hill's not too safe."  
"Can't slow down—the brakes are not working."

"You don't mean to say—!"  
"Don't get panicky, the horn's all right."

## PLEADING GUILTY

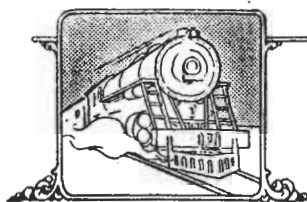
A negro was arrested and brought before a commissioner for having a still on his premises. He was asked by the commissioner, "How do you plead?"

The negro said: "I pleads guilty and waives the hearing."

"What do you mean, 'Waive the hearing?'" asked the commissioner.

"I means I don't wanta hear no mo' 'bout it."





# ... NEWS ...

from the

## Mechanical Department



### JOPLIN, MO.

ROGER C. FLETCHER, Reporter

Mrs. Chas. Goodman, wife of Chas. Goodman, had a narrow escape from serious injury while driving an auto in Kansas City recently, when their machine was struck by a large beer truck and damaged so badly Mrs. Goodman could not drive it further. She received only minor cuts and bruises. Mrs. Goodman returned to Joplin by rail, leaving the car in Kansas City for repairs.

Mrs. R. C. Fletcher and daughter, Jane, wife and daughter of R. C. Fletcher, spent ten days at Eureka Springs, Ark., at the Bible Conference of Chas. Reign Scoville, evangelist, July 19 to 29. Mrs. Fletcher was chaperone to nine members of the Girls' Circle of the South Joplin Christian Church.

Harold Fithian, extra man at the roundhouse, and two boy friends, narrowly escaped injury when his car was struck by another car at 18th and Main Streets. Mr. Fithian's car was wrecked, being turned completely over, bottom side up on the sidewalk. All three occupants escaped uninjured.

Earl Maxton, former chief clerk at the freight house, is holding his own in his fight for health. He is experiencing some trouble with one eye that has become infected, but feels he is not losing ground. Good luck, Earl, is our wish.

An enjoyable week-end was spent by G. L. Seanor the last of July, when his brother, Luther McGeehe and "Dick" Troutman went with him on a fishing trip to Lake Taneycomo. Mr. Seanor doesn't tell many fish stories, he just brings back the fish.

Ralph Outland, general car foreman, and family, have just returned from an extensive tour of the East. Some of the cities visited were Baltimore, Maryland; Norfolk, Virginia; Birmingham, Alabama; Atlanta, Georgia, and points through the Carolinas. Mrs. Outland and children remained in Birmingham, at the home of her brother for a few days, returning to Joplin with her brother, who came for a visit at her home on the 12th of August. Mr. Outland returned the 9th of August.

H. D. Warren, general chairman of the system committee of A. F. of M. C. and C. D. E., was in Joplin on the 10th of August.

Mr. Douglas, general agent at the freight house, reports a nice increase in business during July over July a year ago.

Mrs. R. C. Fletcher and daughters, Jane, Mary and Martha, spent a week in Tulsa, visiting Mrs. Fletcher's sister, Mrs. C. Jeffries.

Mr. and Mrs. Sam Bethel and daughter, Elizabeth, motored to Ponca City, Okla., to attend the funeral services of Mr. Bethel's aunt, Mrs. Nora Wittmer, of Ponca City, who was buried on August 9.

### BRIDGE AND BUILDING DEPT. EASTERN DIVISION

ARTHUR BUNCH, Reporter

We extend sympathy to Melvin Hendry and family in the death of his mother, who died August 5, at the home of her daughter, Mrs. W. J. Wren, of Little Rock, Ark.

Mrs. Cleve Heflin spent a few days visiting with relatives at Fort Worth, Texas.

Miss Florence Garrouette is visiting with relatives in St. Louis, Mo.

Arthur Rude was absent from his work a few days on account of being ill.

We extend sympathy to Charles Hill and family in the death of his brother, Otto L. Hill, who died August 11 at his home at 1500 N. Campbell Ave., Springfield, Mo.

Ed. Eulless was on the sick list recently and had to be off from work.

Bud Jones laid off a few days to have a growth removed from his knee.

Bob Riley is going into farming in a big way. He seems to be the only one raising any tomatoes this year. He brings a basketfull to work every morning to sell.

Jim Carter is out of service at this time on account of getting his motor car hit. We wish him the best of luck in getting back to work.

Jim Carter's gang, with Hill acting as foreman, is doing some bridge repairing on the Salem branch.

The paint gang in Springfield has been busy the past few days, replacing 2,700 panes of glass at the west shop, that were broken during the recent hail-storm, while Jim Jones and gang are replacing roofs for the same reason.

Ebb Nease and gang are taking out the bridges on the Chadwick branch, from Ozark to Chadwick, where they are taking up the road that is being discontinued.

Charley Wallace and gang are repairing station buildings on the east end at this time.

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

JOHN W. HOLDREN, Reporter

Rex Oldham has announced the arrival of a son, Robert Glenn. Rex now has quite a family, two boys and a girl.

Frank Darden, formerly of Springfield and Clinton, is visiting his parents in Springfield at this writing.

Clarence Smith is now the proud owner of a new Chevrolet coach. Times must be getting better.

Frank Whalen and Fred Weddington have also traded cars. Frank for a Nash and Fred an Oldsmobile.

Jae Hoover is off at the present suffering from a badly mashed finger. Willie Siems is also off account fractured finger.

Bill Derrick and wife enjoyed a nice trip last month. They visited Arkansas, Tennessee, Mississippi and Alabama. Bill of course stopped and fished along the way.

Ward Moore and wife spent a week in Springfield visiting their parents. Ward reports very hot weather.

### B. & B. REPORT SOUTHWEST DIVISION

J. C. WOODS, Reporter

Virgil Leak and wife have returned from their visit to the World's Fair. They reported a nice time.

Ernest Lee is visiting home folks in Illinois.

R. S. Woodard and family motored from Oklahoma City to Greene County, Missouri, visiting friends and relatives.

Alva Stephenson has recently purchased a new Chevrolet coupe.

Mrs. W. A. Lantz, who is confined to a sanitarium, is reported improved.

Mrs. Alva Stephenson has been visiting with Mrs. Virgil Leak at Chelsea.

Miss Ulala Smith Proctor has spent a week visiting Mr. and Mrs. E. F. Maggi at Woodville.

E. G. Stinbaugh and wife have been visiting her relatives in western Texas.

E. F. Maggi is looking after the stock pens at Mill Creek during the shipping rush caused by the drought in Dixie.

Virgil Leak is repairing sheds in the stock pens along the Cherokee Sub.

### RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Albert Weaver and family enjoyed a week-end trip to St. Louis this month. Albert says he always gets a "kick" out of seeing a ball game there.

Miss Jane Manary, daughter of James Manary, has been seriously ill with typhoid fever, but is reported to be well on the road to recovery.

Mrs. Daniel Dooley and son, Clarence, have returned from a trip to Oregon, where they were called by telegram to visit Raymond Dooley, an elder son who has been employed there this summer. He had improved considerably from his illness, which was the cause of their journey.

James Burt, foreman, and a crew of men who have been employed near the West Shop wrecking cars, have completed the task and have returned to the reclamation plant. Sorting and loading scrap seems to be a steady job this summer, with three steam hoists working.

John Amos invites any or all of his fellow shomen out to his productive little farm on Nichols Street road to see for themselves what a corn crop he has produced this year, despite the drought. However, he states he must draw the line on his watermelon patch. The writer has already been convinced from the sample brought him by Mr. Amos.

Our new organization, Local No. 3, is progressing satisfactory with meetings being held on the first and third Tuesdays of each month at the I. O. O. F. Hall on Olive at Boonville Streets. The officers elected at the first meeting are: president, Arthur Stewart; vice-president, Eddie Fuerst; secretary, Ira Jones; treasurer, Albert Weaver; trustees, Earl Harmon, William Baxter and the writer.

Orval Becker and one of his neighbors, Mr. Williams, had an exciting time on a recent warm night, with a negro window peeper at his home on South New Avenue. By the aid of their sinewy arms, a club and a shot gun, they managed to conquer and hold him until they telephoned the police, who took him into custody.

David McCullah attended an annual state meeting of the colored Masons of Missouri, held this year at Chillicothe. He holds the title of "Worshipful Master" in his lodge, and says they enjoyed a fine session. If he can command a lodge with the ability he shows in playing a game of checkers, we have no doubt in our minds as to the status of that lodge.

Mark Mercer and family drove to Camden, Arkansas, on his vacation for

a visit with his parents, who live on a large farm there. Mark says the farm is very productive and crops are good there this year. He told us of fine peaches and apples as large as a "man's two fists". Stories similar to this are interesting to hear this year, where the drouth has ruined most of the crops.

We were very sorry to hear that A. Z. Ordway, brother-in-law of our chief clerk, Harry Brown, lost his life in a nitro-glycerine magazine explosion near Tulsa, Oklahoma. Mr. Ordway was very well known and liked by all that knew him. He was known as the safest and most careful handler of the dangerous fluid, in fact he had served the American Glycerine Company for twenty-two years without the least mishap. We of the reclamation plant extend our sympathy.

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

H. C. PRICE, Reporter

S. B. Coley, machinist, spent two weeks in Georgia in his old home place.

W. H. Stinson, air man, attended the airmen's convention at Parsons, Kan. Bill reports a fine meeting and also met some old friends.

H. C. Strickler, night roundhouse foreman, spent ten days in Arkansas.

Emmit McKee, third class machinist, is wearing a big smile. An 8-pound girl! Congratulations!

Lawrence Roush, machinist, and family spent ten days in Amarillo, Texas.

Jim Rheurark, fireman, is off on account of illness.

Raymond Jeans, boilermaker apprentice, spent a week in Chicago at the Century of Progress.

John Eckley, day roundhouse foreman, and family have returned after ten days in Colorado visiting Mrs. Eckley's parents.

We extend our deepest sympathy to Paul White, locomotive inspector, who was called to Uma, Ariz., on account of the death of his mother.

Jimmy Robertson, hostler, is in St. Louis hospital on account of illness.

Y. S. Coley, machinist, and family are spending a two weeks' vacation at Minnesota lakes, fishing.

Lee Roy Davidson, locomotive inspector, is visiting in Chicago and the great lakes. We understand that Lee Roy also took Mrs. Davidson along. If so, we wish them an enjoyable honeymoon.

Mrs. R. W. Zachritz and son have returned after a two weeks' vacation in Colorado.

L. L. Finch, machinist, came in with a long face recently. Someone stole his Ford.

George Williams, boilermaker, and wife are spending a month in Cheyenne, Wyo., and Seattle, Wash.

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

VIRGIL B. SMITH, Reporter

Fred Wilson, supply man at West shops, was operated on for appendicitis August 5, and is now on the road to recovery.

Walter Ray, machinist apprentice, had the misfortune of having his car torn up Saturday, August 4. No one was seriously injured.

Local No. 2 held its regular meeting July 18. They had as a visitor General Chairman Warren, who gave a very interesting talk, after which refreshments were served.

John Allen, tinner foreman, and "Snipe" Reddick, boiler foreman, are back on the job after a short vacation.

Al Gruessmeyer, machinist, has purchased a new Oldsmobile sedan.

Mr. and Mrs. A. C. Reeves and Adelaide are spending their vacation in the east and will visit several interesting places, Toronto, Can., New York City and Washington, D. C.

We wish to extend our sympathy to Mr. and Mrs. Al Elkins in the death of Mrs. Elkins' mother, Mrs. John Creech, age 62, who died August 10, in Rogers, Ark.

During one of our hot days recently Mr. Gammon, watchman at the west shops, was overcome by the heat. We hear he is getting along nicely and will be back on the job in a short time.

Mr. and Mrs. Dewey Frankensfield and son, Lloyd, plan on leaving August 18 to visit the Century of Progress in Chicago.

#### LOCAL No. 8—ENID, OKLA.

FRANK HARKEY, Reporter

Chas. L. Carver, first class machinist, wife and daughters, Elouise and Doris, spent fifteen days vacation at Grand Junction, Colo., visiting relatives, also up on the Grand Mesa mountain, fishing. It frosted on this mountain July 29. Mr. Carver reports plenty of fish and a fine place for a vacation. He also spent a couple of days at the Royal Gorge.

John McCrite, third class machinist, wife and children motored to Sulphur Springs where they spent a few days in the Platte National Park and then went to Turn Falls where they spent a few days. John reports they had a wonderful time.

Earl W. Young, blacksmith, wife and children were called to Norwood, Mo., August 5 on account of the death of Mrs. Young's father. He was sheriff at Norwood and was making an arrest when he was shot. We extend our sincere sympathy.

Mrs. J. A. Barkley, wife of Inspector Barkley, and daughter, Mrs. Marion Harrison, spent a few days the past month at the Century of Progress in Chicago, also visited Mrs. Barkley's sister, Mrs. Frank Ackerman, in St. Louis, Mo.

Wm. Troxel, third class boilermaker, spent a few days the past month visiting his cousin, Mrs. Hattie Reed, of Wichita, Kan.

Miss Violet Divine, daughter of Fred Divine, car repairer, and Misses Bernice and Bertina Bond, daughters of Claude C. Bond, boilermaker welder, returned from the west where they attended the Supreme International Assembly of the Order of Rainbow for Girls and the Grand Assembly of the State of Washington, which was held in Tacoma, Wash., July 14-21. They went to Mt. Rainier, Mt. Hood—visited in Portland, Oregon, and Vancouver, Wash., Nelscott Beach on the ocean and Depoe Bay. On their return trip they stopped a day in Denver. Altogether they were gone four weeks. All three of the girls hold offices in the local chapter. Miss Bernice Bond is the Junior Past Worthy Advisor, Miss Bertina Bond, Worthy Associate Advisor, and Miss Divine, Faith.

#### MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

FRANCIS N. JONES, Reporter

Mr. and Mrs. F. F. Barnhart and children left for a three weeks' visit with relatives in Canada. They will also visit with friends in Los Angeles.

Mr. and Mrs. B. W. Swain and children visited with relatives in Greenfield, Ill., the early part of August.

Mr. and Mrs. C. E. Ramsey and chil-

dren visited with relatives in Amory, Miss., the early part of August.

Mr. and Mrs. A. M. Hunter and children have returned from a visit with relatives in Denver, Colo., and Wyola, Mont.

Mr. and Mrs. F. B. Hammond and children have returned from a visit to the World's Fair in Chicago.

Mr. and Mrs. Jess Moore left the 20th of August for a two weeks' vacation in Denver and Colorado Springs.

Several of the boys are sporting new automobiles: Lee Harder, Amanuel Hunter and Francis Jones are driving new Chevrolets and Wm. Melvin is driving a new V-8.

Mr. and Mrs. Claude Greeson left the 17th of August for Chicago to attend the World's Fair.

Mr. and Mrs. Francis N. Jones attended the 32nd annual convention of Kappa Alpha Phi Fraternity in Russell's Point, Ohio, August 19 to 22.

Mr. and Mrs. Homer Nobles visited with relatives in Memphis the early part of August.

#### MECHANICAL DEPARTMENT KANSAS CITY, MO.

WILLARD C. ABERCROMBIE,  
Reporter

E. W. Brown, general foreman, spent his vacation in Houston, Texas, with his mother, who is seriously ill. We all hope for a speedy recovery.

The Frisco Sunnyland Club had a very delightful basket picnic the latter part of July. The club furnished free ice cream, soda pop and dancing. There were races and contests and prizes awarded for each.

John Colaflower's daughter was married July 7. Congratulations to the newlyweds!

Local No. 4 expresses deepest sympathy to John Purtle and family on account of death of Mrs. John G. Purtle, who passed away August 13. She is survived by her husband and one son, John A. Purtle, and daughter, Mrs. Leo Rogerson.

Claude McCready and wife have returned from a three weeks' tour of the northwest. They made the trip in Claude's new Plymouth, which Claude said performed grand. They especially enjoyed Yellowstone National Park.

Melvin McCready and family recently returned from a trip to Dakota and Wyoming and while at Cheyenne attended the rodeo which is an annual event.

Mrs. Artie Berry and daughter have been visiting in Wyoming. Artie claims to be doing a good job of batching.

Do you want to buy a duck? Leo Rogerson raised one out of twelve and says he would like to sell it as it is very valuable.

We are glad to see J. Colaflower and Jack Davis, pipefitters, who have returned to work after being off for several weeks on account of sickness.

Congratulations to Jack Burch, our new superintendent. Mr. Burch takes the place of Mr. Skaggs, deceased.

John Johnson reports fine fishing on a recent trip to the Lake of the Ozarks.

We regret to hear of the accident which occurred to Tom Davis' young son who broke his arm recently while visiting in Iola, Kan. He fell off of a horse.

John Robinson recently spent a week's vacation visiting his parents, who reside in Alabama.

We are all glad to have Chas. Frizzell back to work again. Charles has been off duty for some time account of illness.

Local No. 4 expresses deepest sympathy to Mrs. John Colaflower and family on account of death of her mother, who died recently in California.

Willard C. Abercrombie has been absent for a few days. He was filling the place of Claude McCready while on his vacation.



## LOCAL No. 19-B—MEMPHIS, TENN.

ALVIS H. THOMAS, Reporter

Miss Irene Polk, daughter of Jim Polk, third class machinist, has just returned from an extensive trip to the east. She visited New York, Philadelphia, and also took in the Chicago Fair, after leaving the east on her return home. She reported a very enjoyable time.

At this writing we regret to report that John Raines, hostler helper, and Joe Daniel, of car department, both lost their wives in death. To them we tender our sympathy during their bereavement.

Yours Truly the reporter spent the week-end a few days ago in St. Louis, visiting friends and taking in a couple of baseball games. Am urging all our outside friends who wish to see beautiful scenery and enjoy a pleasant trip to use the Frisco, unsurpassed for service.

Mrs. Edna Harwell, wife of Dee Harwell, third class boilermaker, spent the week-end at Moon's Lake, Miss., visiting her parents, who are caretakers of a fishing lodge there. She tells of having caught several large fish, and boasted of her skill as a fisherwoman. But of course her husband, Dee, seems to have the opinion that her brother caught the fish and let her claim the credit. All in all it's just another fish story.

The continuous drouth and heat wave in and around Memphis has been the chief cause of much of the illness of our boys for the last month. A check showed that about a dozen of our group were affected partially if not fully, even to Ye reporter.

Remember as we set out to perform our duties for the company each day, that the company also expects us to work safely, and prevent accidents to ourselves and those around us.

Curtiss Wallace is in a critical condition at the Isolation hospital of this city. Having been in poor health for some time, Wallace, a third class machinist in the shop, was gassed while over sea seventeen months with the A. E. F.

## LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Pete Rook has accepted the position as yardmaster at Monett.

L. A. Hazen is driving a new Chevrolet.

Mrs. J. E. Earp and daughter, Ruth, visited friends in Springfield.

Mrs. Jack Hill returned from a three months' visit in California with her mother who is in ill health.

Mrs. E. F. Fuller, Miss Mary Staggs and Miss Thelma Vinson attended the Municipal Opera in St. Louis.

Mrs. C. D. Ward and family motored to St. Louis and attended a ball game. Orville Fite of Springfield spent the week-end with home folks.

Miss Helen Fellows is able to work after several weeks of illness.

S. A. Montgomery and family attended the Browns-Yankees ball game while on his vacation.

Chas. Ward and Frank Fuller attended the Century of Progress at Chicago for a few days.

## WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

The water situation on this division has become serious but through dogged efforts of W. H. Brooke and the splendid co-operation of others there has been no impairment of train movements.

J. N. Stephens and Roy Myers made emergency repairs to the pump station

at Strafford recently on account of the low condition of the spring at that place.

A force of W. S. men have been renewing the large water line in the tunnel at the west shops the past month.

W. H. Brooke made a trip to St. Louis recently on company business.

Mr. and Mrs. J. N. Stephens made a recent visit to Cape Girardeau, visiting friends and relatives.

Writing these notes at this time is as bad as trying to pull a sore tooth with a mashed thumb, having suffered an injury to the forefinger of the right hand while trying (?) to fix the washing machine for the missus! So I am punching them out with one hand on the old Corona and what a mess!

## BACK SHOP NEWS

ALEX WATT and CLAUD CAMPBELL, Reporters

Gerald Campbell, machinist apprentice, is driving a new Chevy sedan. He traded his little Ford for it.

We are very sorry to report the death of Lazarus Pack who passed away on August 4. He was the father of Chas. Pack who is a steel worker at the north side.

The two daughters of Tommy Tucker, boilermaker helper, are visiting their aunt in St. Louis at this writing.

E. W. Brown, general foreman at Kansas City Frisco roundhouse, and wife spent a few days recently with Mrs. Brown's father and mother, Mr. and Mrs. Al Ball. Mr. Ball is stationary engineer at the north shops.

Mrs. Paul Andrews, wife of Paul Andrews of the north machine shop, is visiting with relatives in Los Angeles, Cal. She expects to spend ten days there.

Richard Tyack, machine foreman, has gone in the dog business. He has purchased a Boston bull terrier pup. Dick says that the pup already knows more tricks than an old dog but you have to know how to train them.

Fred Rubin, lead machinist on the night shift in the machine shop, is off work at this writing on account of an injured arm. We wish you a speedy recovery Rubin.

Everett Delo and Pauline Davis were married July 29 at the home of his parents, Mr. and Mrs. Frank Delo. It was a quiet ceremony, performed by the Rev. N. J. Breashears. They will make their home at 2024 Travis avenue. Mr. Frank Delo is bench carpenter in the mill shop.

Miss Maud Robberson, daughter of Rufus Robberson, third class sheet metal worker, has returned after a vacation spent on the Pacific coast visiting with relatives and friends.

Rev. Paul McBride and wife and small son have returned to their home in Shidler, Okla., after spending a month with their parents, Mr. and Mrs. Alex Watt and Mr. and Mrs. W. H. McBride. Alex Watt is a sheet metal worker at the north side and Mr. McBride is a fireman for the Frisco.

Wm. (Scotty) McCrae, north side machinist, who has been off for some time is working in Kansas City for the Frisco.

Alex Watt, co-reporter, is on the sick list at this writing. The boys at the shop hope to see you back soon Alex.

Nes Fretz, lead blacksmith, spent his vacation in Wisconsin visiting with relatives.

## COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

Air conditioned coaches were placed in service on trains No. 117-118 between Kansas City, Tulsa and Oklahoma City, effective July 26. This makes a total of ten air conditioned cars operating out of this terminal and they

are certainly proving popular with the traveling public.

Barney Scanlon, coach inspector, again carried off first prize for having the largest family present at the Sunnyside Club annual picnic which was held at Campbell's Lake on July 31.

James Edwards, coach carpenter, has been absent a few weeks on account of sickness and his place is being filled by Oscar Butler from the north yard.

Curtis Kincaide, lead inspector in charge of the night crew, has just returned from a week's vacation, part of which was spent in pulling eight-pound catfish out of the Missouri river. During his absence Homer Roller worked with the night crew.

Douglas Donaldson, chauffeur of the shop-mule, is the proud owner of a brand new Ford V-8 coach.

## NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Dolph Deck, machinist on the second shift, recently proved that he had the interest of the company at heart while off the job as well as when at work, by securing a passenger from Springfield to Los Angeles after they had planned to make the trip via bus.

Mrs. Silas Snider is mourning the death of her mother which occurred during the past month. Sympathy of the roundhouse employees is extended. Mr. Snider is a machinist on duty at the passenger station.

Sympathy is also extended to Mrs. Nathaniel Rose in the loss of a brother, whose death occurred at Newburg, Mo., during the past week. Mr. Rose is a third shift tank man.

W. W. Holmes, machinist, second shift, has given his house at 630 North Kansas avenue, a new coat of paint during the past month.

William Goesch, welder, has also treated his home at 1664 South National with a new coat of paint.

Your reporter is at this time having his home at 1232 East Sunshine painted. William S. Kimble, tool room attendant, has returned to work after an illness of five weeks.

E. E. "Epp" McCauley, machinist at the passenger station, has returned to work following a two weeks' tussle with lumbago.

Orville Bennett, electrician, was a visitor at the Chicago Fair during the past month. Mr. Bennett attended the Fair last year, and he said it was even better this year than ever.

Harold Day, machinist on air work, third shift, visited his mother and father at Fayetteville, Ark., during the past month.

C. S. Kelsier, night roundhouse foreman, is on the job again following his vacation.

Thomas Murray, assistant general foreman, is also back from his vacation, which he spent mostly at home, but made a trip to Eureka Springs and Rockaway Beach.

Truman Walton, extra man, was overcome by the heat while on duty at the cinder pit August 9. He is able to be out again at this time.

Roy Matthews, machinist on air work, second shift, is on a leave of absence for several days, and we understand he is visiting his parents in Iowa.

## MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

Mrs. C. B. Callahan, wife of assistant superintendent, visited her daughter at Thayer recently.

Mrs. W. Pickle and children are visiting at St. Joe, Ark.

Mrs. F. G. Schratz, daughters Katherine and Leona, family of car inspec-

tor are now on a visit to Dallas, Texas.

Frank Thomas, fireman, is now confined in the St. Louis hospital.

E. E. Stone, switchman, was called to Hoxie, Ark., on account of the death of his father.

Mrs. L. D. Bryant of Houston, Texas, known better as Jeanette, is visiting her mother, Mrs. F. C. Williams, wife of roundhouse foreman.

Mrs. E. S. Boze, Edward and Addie Boze of Richmond, Va., sister, nephew and niece of F. C. Williams, roundhouse foreman, are on a visit here, after taking in the World's Fair.

Business appears to be very good, as the following gentlemen are sporting new cars: E. E. Bateman, conductor, Plymouth coupe; Grover Hall, the same; D. Moore, brakeman, Oldsmobile coach; Dave Thomas, conductor, Chevrolet coach.

John H. Stone, bridge man, is now in the St. Louis hospital.

Miss June Skaggs, daughter of S. G. Skaggs, roundhouse clerk, is visiting at Marked Tree, Ark.

Mrs. H. E. Eckenberg and daughter, Lillian, are visiting at Mattoon, Ill.

L. D. Criswell, machinist, and wife are now on a visit to Amarillo, Texas.

F. C. Williams and wife made a trip to Kansas City and brought back a new standard sedan Oldsmobile straight eight.

Lloyd Jones, son of car inspector, is now on a visit to Kansas City.

#### LOCAL No. 24

RAYMOND F. DEES, Reporter

Machinist G. C. Gideon has returned from two weeks' encampment with the local unit of the National Guard.

Joseph, son of J. V. Adams, machinist, attended the same encampment. Mrs. O. B. Holmquist and daughter, Mattie Belle, wife and daughter of O. B. Holmquist, machinist, are visiting in Mason, Texas.

Mrs. E. Hill and Mrs. Chas. Northington, wives of box packers, are visiting in Pittsburgh, Pa.

Local 24 extends its deepest sympathy to the family of R. L. Row. Mr. Row, who passed away recently, was a veteran employe.

Car foreman J. L. Sullivan has returned from a vacation spent with relatives in Kansas.

R. H. Cook, car oiler, has returned to work after several days' vacation.

#### LOCAL No. 5—ST. LOUIS, MO.

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

At the last regular meeting of Local No. 5 General Chairman Warren was present and discussed several important problems of general interest.

Born to Mr. and Mrs. Norman Barton on July 17 an 8-pound boy, named Norman LeRoy.

Mr. and Mrs. Albert Spacheck visited home folks in central Kansas from August 1 to the 10.

Mrs. J. D. Davis and children visited at Everton, Mo., the last of August.

Marjorie Schratz and sister, Mrs. Ted Barnett, visited relatives and attended a big celebration there the last of July.

W. B. Cotter visited friends and relatives in Springfield July 16 and 17.

Mr. and Mrs. Wade Melton and daughter vacationed in Pensacola, Fla., the first of July. They visited the Old Spanish Fort and other places of interest.

Mr. and Mrs. E. R. McNabb and children went over a hundred miles on a fishing trip recently, however, things did not go so well as the fish are still hiding out on Mac and the motor boat spark plugs could not stand the trip.

N. P. Duffy is off from work with a sore finger at this writing.

Wm. H. Jamison was operated upon recently and is doing nicely.

Ed Homewood is out of the hospital now and says never felt better or had less in his life.

We are sorry to hear of the death of the father of John E. Schwind, car department. Burial was made at Highland, Ill., August 2.

Fratia C. Henn, small daughter of F. C. Henn, is at the Isolation hospital with scarlet fever.

Local No. 5 was well represented at the Frisco picnic at Sylvan Beach on July 29. The local boys won the ball game in the morning and got a nice box of cigars as a treat but our local entries in the waltz contest failed us. Everyone seemed to have a fine time.

We are sorry to hear of the death of Steven Shell's mother, Mrs. Kise Winters, at Holcomb, Miss. Mrs. Winters had been ill for some time and her son was with her for a week but had just returned home the day before he received notice of her death. Steve is a member of Local No. 5B.

We extend our sympathy to Mr. and Mrs. William Henry on account of the death of Mrs. Henry's mother.

#### SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

Mrs. C. R. Richard, of Crane, visited her parents, Mr. and Mrs. F. J. Brown.

Mr. and Mrs. J. R. Brandon spent the week-end at the home of his brother, J. L. Brandon.

Louis Bunch and family visited friends and relatives in St. Louis for a few days.

D. B. Barclay is off for a few days enjoying farm life. Roy Twigger is working during his absence.

Arch Umphries and family visited his brother in St. Louis.

Mrs. A. E. Roberts is visiting her daughter in Kansas City.

Mrs. Alene Brock and children of El Paso, Texas, visited at the home of her father, J. L. Brandon.

Mrs. Francis Bevier and two children will be leaving soon for a trip to the Fair in Chicago.

#### LOCAL No. 18

L. L. CLINTON, Reporter

A baby girl was born to Mrs. H. I. James on July 1 and was named Ann Irene James. Harold, the father, is second truck oiler.

Mrs. V. J. McAlaster and daughter, family of V. J. McAlaster, machinist, visited friends in Buffalo and Chicago.

L. C. Peterson, third class car man, is sporting a new 1934 Chevrolet coupe.

Wife and daughters of W. J. Murray, air man, are visiting relatives in Chattanooga, Tenn.

Born to Mrs. W. G. Smith a baby girl on July 31. The young miss was named Dorothy. Mr. Smith is a track laborer.

J. E. Rucks, roundhouse foreman, and family plan to spend their vacation in Florida.

S. R. Mathis, night roundhouse foreman returned from his vacation and reports a good time.

#### MECHANICAL DEPARTMENT SHERMAN, TEXAS

D. R. ANDERSON, Reporter

Mrs. J. J. Phares, wife of machinist, is visiting in Colorado Springs, Colo.

Emmett Barnes, machinist, and family are planning a trip to Big Springs, Texas.

Mrs. J. F. Miller and sons, Weldon

and Louis, family of locomotive inspector, are vacationing at Parsons, Kan.

We are very sorry to report the death of Jefferson N. Gibbons, sheet metal worker, August 14, following a short illness. Mrs. Gibbons and children have our deepest sympathy.

Mr. Perkins, roundhouse clerk, took part of his vacation last week and enjoyed a good rest.

Louis Wright (col.) laborer, is planning to accompany his son, Louis, Jr., to Tuskegee, Ala., soon. Louis, Jr., expects to enter the Tuskegee Institute the coming term.

W. J. Cornell, locomotive carpenter, and Mrs. Cornell expect to go to Rush Springs, Okla., soon to visit relatives.

#### LOCAL No. 5B—ST. LOUIS, MO.

D. L. PARKER, Reporter

William Lee, roundhouse laborer, is off on account of illness. He has been off quite a while. We wish him a speedy recovery.

Stephen Shell, roundhouse laborer, was called home July 7 on account of illness of his mother, who died July 16. Sincere sympathy of the roundhouse and car department employes is extended.

Local No. 5-B met August 3 and entertained their families with a social. Plenty refreshments and drinks. A few visitors were present, among them were, H. D. Warren, general chairman, System Board, and John Abbott, division chairman of the Eastern Division. Mr. H. W. Warren made a wonderful talk, avoid accidents, be loyal on the job, support the local and how the men should treat their wives. His talk was enjoyed from the beginning to the end by all the members and their wives. Wish Mr. Warren and Mr. Abbott would visit Local No. 5-B soon again.

Randolph Coleman, third class machinist, was called to Alabama last month on account of his mother's illness. She was improving fine when he left.

Mrs. Ballard, wife of Albert Ballard, laborer, car department, has returned from Chicago. She reported a nice time.

#### LOCAL No. 19—MEMPHIS, TENN.

C. D. RILEY, Reporter

We are very sorry to report M. L. Schick in the St. Louis hospital where he will undergo a very serious operation. We hope he will get along nicely.

E. F. Tuck, general roundhouse foreman, is now on his vacation, taking in the World's Fair at Chicago, also visiting his mother in Texas.

J. I. Mills has just returned to work after visiting his mother in Little Rock, Ark.

Harry Kenniman has returned to work after several weeks in the hospital at St. Louis where he was treated for gall stones.

W. T. Clark, general foreman car department, is vacationing and will visit his mother in Missouri.


Mrs. Dan Henderson is in the Baptist hospital at Memphis for an appendicitis operation. We wish for her a speedy recovery.

Miss Martha Riley, C. D. Jr., and Miss Vivian, daughters and son of writer, will visit their aunt, Mrs. J. E. Bufkin, at Barnacre Lodge, Batesville, Miss., the latter part of this month.

Mr. and Mrs. J. R. Matthews are the proud parents of a baby girl. This is the first time that Old Doc Stork has visited them.

Misses Minomia and Mildred Hill of Bogalusa, La., are visiting their uncle, J. P. McNamara, chairman Southern division of the Frisco Metal Crafts.

Geo. Christian was rushed to St. Joseph's Hospital for an emergency appendicitis operation August 3.



# Frisco Family News

## EASTERN DIVISION

### TELEGRAPH NOTES—EASTERN DIVISION

HELEN FELLOWS, Reporter

How good it does seem to be back on the old job, third trick, Newburg, even though it is for one night only. Thanks are due H. Henry for laying off to spend the day in Springfield. Third trick "ain't what it used to be"—we miss Charlie, Joe, Shep, Cris and several others of the old gang.

H. W. Bunselmyer, third trick, Cuba, was relieved by D. Roberts a day or two.

W. C. Austin, who was bumped at Grandview by J. Potter, bumped A. Childester, second trick, Southeastern Junction. This places Childester on the extra board.

L. J. Porterfield relieved H. Henson, second trick, Dixon, who has been off account ill health. Mr. Henson spent some time in the hospital at St. Louis for examination and treatment. At last report, he was feeling fine again and able to return to work.

W. P. Copenig, agent, Phillipsburg, was off several days, being relieved by V. R. Finley.

J. F. Lick relieved J. L. Copenig, second trick, Pacific, one day.

J. L. Fry, agent, Stoutland, was relieved several days by E. L. Mooney.

W. C. Austin, second trick, Southeastern Junction, was off one day. J. F. Lick relieved him.

L. J. Porterfield relieved A. Frech, third trick, Sullivan, for a day or two.

Mrs. D. Snyder, former agent, Crescent, has been in the Hospital in St. Louis for some time. She was operated on August 8th, and we sincerely hope she will soon be up and out again.

Miss Gladys Roth, stenographer in the division engineer's office at Ft. Scott, was the guest of Helen Y. Fellows at Newburg for several days.

### OFFICE SUPERINTENDENT TRANSPORTATION

EULA STRATTON, Reporter

On July 17th we received the shocking news of the rather sudden death of Katherine Beigle—one of the Frisco's most loyal employees. Her cheery "good morning" and bright outlook on life will be greatly missed by us.

July with its record-breaking heat wasn't hot enough, so we had to have a couple of fires! On July 18th Rob't. J. Lewis, chief of the per diem department, received an exciting telephone call that his house was on fire and to hurry home. Hurry he did, breaking all speed laws. The fire had gained considerable headway, which forced the family to build practically a new house. Then a couple of days later James Collins received a similar call

and made his Chevrolet do seventy per in order to reach the conflagration and help fire-fighters save his cozy little bungalow.

Vacations are still in order: Pearl Townes and Lillian Brooks left August 25th for a trip through Yellowstone Park, going in at Gardiner and coming out at Cody.

Irene Schaller spent three weeks in Ann Arbor, Mich., Toledo and Detroit, visiting friends and her sister, Mrs. F. M. Bowen, nee Elsie Schaller.

E. A. DuBois, of the weighing department, took a week off and just rested and visited with relatives at Cabool, Mo.

F. H. Masters, chief freight car distributor, and daughter, Margaret, journeyed to Chicago to see the new sights and wonders of the Century of Progress.

Theda Pyland sailed from New York City, August 15th for a week's stay in Bermuda... what could be more restful than a week's stay in that beautiful spot?

Bertha Schumacher left August 19th for Columbia, Mo., for a visit with friends.

Saturday, August 11th, Mr. and Mrs. Clarence Wilkes had the most fun entertaining their small son, Jack, with his first train ride. Jack went to Carthage to visit his grandmother, where he is going to stay a week or so in company with his mother.

Mary Welch had a gay time, too, over the week-end of August 18th, for she and her sister, Hallie, chief typist, entertained Mrs. W. E. Johnson and daughter, Evelyn, of New York City. Mary and Evelyn are such pals—hence the extra good time.

It was a peppy bunch that motored over to Joplin recently to see the ball game: Bertha Sutherland, Irene Schaller, Lillian Yates and a crowd from Mr. Hoehle's office and they didn't get back until 4 a. m., which sounds like a good time was had by all.

Savina Fellin spent a recent week-end in St. Louis, visiting relatives, and recommends summertime traveling on the Frisco in air-cooled coaches. They are GRAND!

Tom Lyons, father of Catherine and Florence Lyons, has been critically ill at his home here for some time, but is reported much better since grandbaby Jacqueline Anne Clayman has come all the way from California to visit him.

### SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

S. L. O'Hair, signal maintainer at Pleasanton, Kans., is visiting relatives at Green Castle, Ind.

Signalman R. G. Lambert is attending the BARE meeting and incidentally taking in the Fair in Chicago.

Signalman Floyd Eley was called to Willard, Mo., July 18th, account the death of his grandmother. We extend to the bereaved family our deepest sympathy.

Mrs. E. A. Couch, wife of signal

maintainer at Oklahoma City and son, John Richard, are spending their vacation in Detroit, Mich.

Misses Pearl and Grace Henry daughters of Signal Maintainer G. H. Henry at La Cygne, Kans., are visiting in Seymour, Mo.

Mrs. J. C. Parrish, wife of signal maintainer, Pacific, spent the recent week-end with friends at Cuba.

Miss Kathleen Kelton, daughter of Signal Maintainer W. R. Kelton at Chelsea, is spending her vacation at her old home in Springfield.

Mrs. Jerry Young, wife of assistant signalman, Springfield, is spending some time in St. Louis.

Mrs. C. W. Woodfill and family are visiting relatives in Paola, Kans.

R. J. Brandt, signal maintainer at Paola, and family are taking in the Century of Progress Exhibition in Chicago.

### AUDITOR-REVENUES DEPT.

J. KOEHLER and E. KOHRING,  
Reporters

The mystery trip sponsored by the St. Louis Women's Traffic Club was held at Jerome, Mo., and from information received, everyone who attended had a delightful week-end.

This department extends congratulations to Miss Florence Noser who was married on August 11th.

Congratulations are also extended to Mr. and Mrs. Clem Horn who became the proud parents of a baby boy on July 26th. "Little Otto" is doing nicely.

Andy Roach was asked what he did while spending his vacation in New York City and he replied "Oh, nothing outside of going to the ball game"—Why Andy, don't tell us New York is slipping! We wonder?

Playing a very snappy game of soft ball, the Terminal Club defeated a picked team from the general office by a score of 8 to 7. The feature of the game was the star playing of Leo Van Nest.

The picnic at Sylvan Beach on July 29th turned out to be a very enjoyable affair.

When Lueke threw a ringer to start off the horseshoe game, he had visions of being crowned champion, but when the other guy topped it with a double, Joe got other ideas—better luck next time.

Scollay was in swimming when his number was drawn for an attendance prize, but someone else got it. Bert put in a claim, but it was "respectfully declined".

We are glad to have Emil Wentz back with us revising waybills after being away over two months on sick leave.

Eddie Freiner and wife spent a few days at the World's Fair and Niagara Falls.

Richard Taylor, our office boy, also spent two days at the Fair. "Pep" helped to set a record for the largest day's crowd.

The excursion given by the girls' club



on the S. S. President was well attended. Don't forget your coat next year Lueke. Joe forgot about the social regulations and had to borrow a coat every time he danced.

Mrs. Clearmont and son made a visit to California and Arizona while Horace stayed at home. H. C. would have gone, too, but he says he likes claim work so well, he would rather be here.

A. V. McGill and family journeyed to Panama City (Florida, not the Canal), where the wife and children spent three weeks with the folks.

Paul Brendel gave the Ozarks a break by spending his week driving there with his family.

Think of this, Helen McHale returning from the mystery trip with bruises galore and Lil Kulage sunburnt to a crisp. Helen refuses to talk and Lil is still sore after using Minit-Rub over the week-end. Just a couple of old softies who couldn't take it.

## OFFICE OF GENERAL MANAGER

ORVILLE COBLE, Reporter

Train number four, August 15th, was a Honey Moon Special with two Frisco couples "just married" aboard, Chicago bound. We shall mention the Feyens first, because they were married an hour earlier than the Moffitts. Alice Mae Mills, that good-looking, good-natured messenger girl was married to Frank Feyen, chief messenger, at 3:00 p. m. the 15th at the First Baptist Church. After a week in Chicago they will be at home at 916 St. Louis Street. Paul Moffitt married Opal Camp at the Episcopal Church in a simple ceremony performed by Dr. Bailey. The Moffitts went by boat from Chicago to Mackinac Island for a week's fishing. They will be at home at 781 Lincoln Street, after the first. Our best wishes to both couples.

Miss Grace Jochum enjoyed a vacation in the east.

C. P. King and family have been vacationing in old Mexico.

Our statement in last month's Magazine that Hobert Madison, now chief clerk at Chaffee, began his railroad career as a secretary has brought us a number of letters of protest and correction. As one correspondent so ably expresses it: "He has with pride often told those of us who know him well enough to call him Franklin, that as a mere boy he labored as a section hand on the Southern division and was, together with his ancestors, really responsible for the splendid condition of the track in vicinity of Willow Springs. We think, however, the inception of his railroad work was earlier than that, and that his career as a railroad man probably started when he, as a small lad, used to wait for the train to pass and then lay his ear to the rail and listen to the rumbling."

## MECHANICAL DEPARTMENT

HAZEL CLARK, Reporter

Mr. and Mrs. R. G. Freid and children sailed from New York on the 24th day of August on the Italian steamer Roma for Haifa. From there they will journey to Jerusalem, where they will engage in missionary work. Mr. and Mrs. Freid returned to America a year ago after seven years' service in missionary work and they will be gone for a like period on this trip. Mrs. Freid is the daughter of "Uncle" Dee Forsythe, and Mr. and Mrs. Forsythe were at the New York pier to bid them adieu.

Sincere sympathy is extended to Ida Blood in the loss of her mother, who passed away on July 13. Mrs. Blood had long been a resident of Springfield

and was well known and beloved for her charitable works.

Helen and Helma Yates motored to Amory, Miss., the latter part of August for a visit with relatives.

A son, John Rainey, arrived at the home of the Jerry Andersons on July 16. Congratulations!

Geo. McKenna has about decided to re-name his little daughter "Gracie", since her request to be taken to the circus to see the "acrobatic skunks".

With new cars geared up for 60 and 70 m. p. h., its hard at times to pass up the chance for a good race—especially when given the horn on a nice stretch of pavement. However, the motorist from this department who had such a chance recently, only to discover that the horn was on a car belonging to the police department, will possibly stop, look and listen before again saying, "come on buddie, if you want to race".

Speaking of new cars, Doc Seabough is driving a shiny new Dodge.

We are glad to have Lyle Jones back with us in the drawing room.

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

PEARL A. FAIN, Reporter

Sincere sympathy is extended to Bert Sheridan and C. Sheridan in the coach department, whose father died in Tulsa, Okla., on Sunday, July 29th.

Sympathy is also extended from this department to loved ones and friends of Mrs. Ida Gifford whose death came Wednesday, July 25th, after a long

illness in St. John's Hospital. Mrs. Gifford was the mother of Mrs. T. E. Berst and Mrs. E. A. Thomas.

Geo. Gates, formerly employed in this department, and brother of Mrs. W. D. Price, died Saturday evening, August 4th, in Burge Hospital. Mr. Gates had had a tooth pulled and infection set in which caused his death. Sincere sympathy is extended to his loved ones.

Thanks arise from every heart for the wonderful rain that is falling at the present writing, August 17th. Had a good rain yesterday and looks as if it might continue for another day or two. It is estimated that the earth is dry for a depth of 50 or 75 feet. It is known to be dry beyond 25 feet.

Jim Akridge went fishing "again". Understand he went in the morning with a party of fellows and caught nothing. He went back that evening alone and caught one so big that he broke his fishing line. "Believe it or not."

Another item about Jim: he is batching now. His wife and children left the morning of the 17th for Cincinnati, Ohio, where they will visit for a couple of weeks.

Afternoon of August 9th, saw a regular whirlwind of dust just west of the office. It arose to a height of about fifty feet and was about three to five feet in diameter.

During the extremely hot days during July and August, understand some of the office employees of the Tracy Creamery Company of this city went to work about 3:30 in the morning, were off for breakfast about 7:30 and by 12:00 o'clock noon, their day's work was done.

Charles Miller, oldest son of O. H. Miller, is spending the summer at Washington, Mo., working in his

ALBERT RUSSELL

T. R. SIMMONS

## CLEVELAND LUMBER COMPANY

JASPER, ALABAMA

Railroad Lumber—Pine and Hardwood—Two Million Feet Per Month

on the Frisco in Alabama

JASPER

Fully Equipped Plant and Retail Yard

ELDRIDGE

Planing Mill, Car Docking and Short Dimension

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Planing Mill, Oak and Pine Car Lumber

DEPENDABLE SERVICE -- QUALITY COUNTS

## ... IMPORTANT ECONOMIES ...

Realized through the use of creosoted Ties, Bridge Timbers and Piles can be extended to Lumber, Poles, Sign and Fence Posts, Crossing and Platform Planks, Culverts and numerous miscellaneous uses.

## AMERICAN CREOSOTING COMPANY

COLONIAL  
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LOUISVILLE — KENTUCKY

uncle's grocery store and earning money for his school activities this winter.

Bert Sheridan looks as if he has the "gout" in his left foot, but instead he met with an accident and as result is suffering from a badly fractured foot. We hope it will improve nicely.

Mrs. Henry Nelson has been ill in St. John's Hospital for several days, but she expects to be home and well on the way to recovery by the time this goes to press.

Jess. Crittendon, colored, formerly employed for the Frisco, died August 9th. He had been ill for several weeks. Sincere sympathy is extended to his loved ones and friends.

Being a Boy Scout, Richard Kemm, oldest son of Mr. and Mrs. O. F. Kemm, had the pleasure of attending the State Fair in Sedalia August 14th, 15th and 16th. He plays a trombone in the famous Boy Scout Band.

Some people certainly have keen foresight. Sam Gaston is getting ready for the winter months. He wants W. H. Brooke to install a foot-warmer under his desk.

Alvin Laughlin, Jr., son of our stock clerk, A. L. Laughlin, and his partner, Joe Edmondson, are live members of the 4-H Club of Missouri. There is a total membership of about 350 boys and girls in the 4-H clubs of Missouri, and these clubs are sponsored by the United States Department of Agriculture. These two boys recently won in a local contest and were given a free trip to Columbia, Mo., where tests were given. They won first place, which means they are entitled to go to Waterloo, Iowa, in October to compete in the National contest. So you see, they are "headed for the last round-up". The boys and girls who win at Waterloo will be given a trip to the International Dairy Exposition in London sometime during 1935. Good luck to you, boys!

Mrs. Marian Montgomery and children, of Vega, Texas, have spent most of the summer visiting her parents, Mr. and Mrs. A. M. Click. Her husband was here for several days also. He "rode into Springfield" as a regular cowboy, wearing his BIG hat. Understand he owns quite a large ranch in Texas and Mr. Click tells us it is thirty miles from the "front door to the gate".

A. E. Alsop was off work a couple of weeks during the extreme hot days and tried to keep cool at home.

Mr. and Mrs. H. H. Howard and Mr. and Mrs. Jack Gannon and Jack, Jr., motored to the State Fair the 16th and enjoyed the day very much. Account of the rain, the harness races were called off, but had the running races in spite of the mud six inches deep. Imagine mud six inches deep after the drought we have experienced! Hart says the display in the agriculture department was very good despite the drought.

Our congratulations and good wishes are extended to Charles "Butch" Gus-tin, who we understand was married the first of the month to a young lady from the State of New York.

We were sorry to hear of Charles' father being hit by a switch engine in North Yards morning of the 12th, but trust the injury will not prove serious. He is now in St. John's Hospital.

Miss Marry Anna Fain is visiting ye scribe and sisters. She will return to Odessa, Mo., the first of the month, where she will teach the following winter. Mr. and Mrs. C. V. Carter and daughter, Marcia Jean, are also visiting ye scribe. (John Bass had the nerve to ask if my little niece was cute!)

#### MONETT YARDS

LINZY LLOYD, Reporter

Earl B. Spain, general yardmaster,



**I WAS ASHAMED  
OF JACK'S HANDS  
UNTIL I STARTED TO  
BUY HIM LAVA SOAP.  
NOW THEY'RE REALLY  
CLEAN!**

### How Jack gets all the dirt—every time



### Try this 60-second test with Lava

Put Lava Soap to work on a pair of greasy, grimy hands and you'll find that Lava gets all the dirt in less than a minute.

Here's how Lava works. Its thick, heavy lather gets the surface dirt. Its fine, powdery pumice gets even the worst ground-in dirt. Soothing oils and glycerine in Lava protect the skin, help heal little nicks and scratches.

And Lava helps prevent hand in-

fections. Against the germs that cause tetanus, meningitis and other deadly diseases, Lava is even more effective than carbolic acid. Lava works well in any water—hot or cold, hard or soft. Get Lava today.



A Procter & Gamble Product

**Takes the dirt . . . Protects the skin**



has received a promotion as general yardmaster at St. Louis. While we are glad to hear of Earl's success, his leaving cast a gloom over the entire yards. He has been one of the most popular yardmasters in the Monett Terminal, and has well deserved this promotion. Close friends and associates in the yards presented him with a handsome gladstone bag on his departure. Good wishes from all follow him for his success in his new location.

W. L. Mayfield, who has been our night yardmaster for the past year, has been promoted to day general, succeeding Earl Spain. H. E. Rook of Newburg fills Mayfield's vacancy.

Earnest Mitchell, switchman on the 11:59 job took suddenly ill while on duty and was taken to the St. Louis hospital where he was given medical care. Last report he was going to be able to return home soon.

J. H. McTigue and Mrs. McTigue spent a few days in Chicago taking in the World's Fair.

Mr. and Mrs. S. P. Jolly are enjoying a visit from their daughter, Miss Ruth Jolly, of St. Louis, who is in nurses training in the Jewish Hospital at that place.

E. P. Hogan, day yardmaster, was off duty for a few days account of sickness. He was relieved by Sam Rittenhouse.

Mr. and Mrs. H. L. Joyce had as their guest Mrs. Joyce's brother, R. W. Hudgen of Ft. Smith.

Helen Rittenhouse, daughter of Sam Rittenhouse, switchman, was one of the successful contestants in winning a trip to the Century of Progress in Chicago, sponsored by the Monett merchants. Miss Rittenhouse says she is sure she will enjoy the occasion.

E. O. Gillette was called to Oklahoma City by the death of his brother-in-law, Charles Hadley. His daughter accompanied him on the trip.

G. D. Shreves, foreman on the 7:30 a. m. job has been quite sick and unable to be on duty for the past month, however we learn he is improving and hope by the time this item is printed he will be back among us.

W. P. Fenton relieved night yardmaster H. E. Rook for a few nights when Mr. Rook went to Newburg to make preparations to move his household goods to Monett.

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

DOROTHEA HYDE, Reporter

Remember last month I told you Jake Fullerton would really bring back the season's best fish story? He not only told the story, but brought back the goods as well. After catching over four hundred he threw back all but one hundred fifty-three, bringing over eighty nice ones home with him. The boys decided they weren't going to be left out, as Jake had promised them all they could eat, so they proceeded to have a fish fry for all price clerks and comptometer operators at Jake's home. Everyone signed up to go, of course, and Jake began saying they were all dying from the heat—that he just didn't have hardly any left. We knew then that if we went we would have to take our can openers along, so the party was called off.

Miss Maude Bedell had a very enjoyable visit with her nephew, Leon Womack, and family, of Denison, Texas, a few days ago.

Miss Nora Nichols motored to Sedalia the 14th and attended the state fair. Nora declares she never had a better time in all her life.

Understand that Charles "Butch" Gustin is married to a girl he met at Rolla, Missouri, where he went to man-

age a hotel after his job was abolished in the stores department. Don't even know the young lady's name, but we are all for "Butch" and his wife one hundred per cent. Congratulations!

Ed Baron is driving a new Chevrolet coupe with all the "fixins", but am sorry to say at the present he is in the St. Louis hospital.

Ed Burdette went to Kansas City August 12 to visit his brother, G. E. Burdette, who is confined to the hospital with an injured hand. Mr. Burdette works in the car department in Kansas City.

Homer Weber has been doing a lot of talking lately, telling us all about his little niece, "Mary Jane", born August 8. She, with her parents, Mr. and Mrs. Charles Weber, are visiting in Homer's home at the present. Homer was so afraid he might miss out on some new tricks the little lady did he took a vacation and stayed home a few days. He came back to the office a few mornings ago and said, "she turned over in the night".

Jacque Fitzjohn was confined to her home August 3 account of illness.

With the coming of summer men naturally think of the sport of fishing, perhaps more than is good for them. Such has proven the case with Al Denham. It seems that he manufactured for himself a certain fishing tackle, called a "spinner"—and to demonstrate its effectiveness in operation, proceeded to "go-a-fishing" in the gold fish pond. From reports, the manufacture was a huge success; the fish liked it, and being afraid one of the less thoughtful ones (if fish think) might become a catch, Al was deported to other waters.

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

ILA COOK, Reporter

"We went to the animal fair—the birds and beasts were there"—the Barnum and Bailey Circus has been here. The grown-ups pretended to take the youngsters, but they really wanted to go themselves. Little Nancy Ann and Bobby Sperry thought it was great fun as did the Renshaw girls.

Mr. and Mrs. O. W. Russ and son recently motored to St. Louis with some friends who were enroute to the World's Fair.

Speaking of the Fair, Marjorie, Catherine and Adeline Renshaw, and Miss Dorothy Bean are enjoying the beauty and wonders of the Fair at this time.

Miss Ila Cook spent a few days in Columbia, Missouri, visiting her grandmother, Mrs. Hugh Russell, and Miss Anna Mason. Mrs. Russell returned with her to Springfield for a weeks visit.

Mrs. G. J. Williams and niece, Joan, are home after an interesting trip through the east. They visited relatives in New Castle, Pa., and Cleveland, Ohio, returning via Chicago where Mr. Williams joined them.

Mr. and Mrs. Preston Biggers have returned from a two weeks' vacation spent in Memphis and Hardy, Ark. Mr. and Mrs. A. E. Biggers joined them in Hardy for a three-day camping trip. Preston is frog repairer on the Eastern division.

J. H. Saunders, joint facility accountant, M-K-T, who has been working here for some time, has been seriously ill with "summer flu". He and Mrs. Saunders are living at the Bachelor's Inn.

Mrs. O. N. Crocker and Miss Louise Bean attended the Baptist Assembly held at Baptist Hill, Mount Vernon, August 6-17. Mrs. Crocker was sponsor for the young ladies department.



Is your watch identified with the past or with the future? Is it as modern as modern transportation? Will it meet tomorrow's requirements as well as today's?

These are questions every railroad man should ask himself about his watch. For railway progress is not only concerned with the development of faster, streamlined equipment—it calls for the modernization of personnel, too.

Years ago there was no need for an anti-magnetic watch. There is, now. And the need is increasing daily. Protect your future by getting a new Hamilton 992 Elinvar Railroad Watch—a sturdy timepiece with built-in insurance against variations caused by magnetism, moisture and extreme temperature changes. Ask your jeweler or time inspector. Or write direct for a free copy of the booklet, "Elinvar In Your Watch". Address Dept. R, Hamilton Watch Company, Lancaster, Pa.

(Exclusive licensee under U. S. "Elinvar" Patents No. 1,313,291 dated August 15th, 1919 and No. 1,464,473 dated May 6th, 1924.)

# HAMILTON

The Railroad Timekeeper of America

HAMILTON 992 Elinvar, Railroad model No. 8. In 10K filled natural yellow gold only. 21 jewels.



Only Hamilton Watches Are Time-Microscope Tested

September, 1934

We understand that Louise was general helper just anywhere help was needed.

Miss Anna Machir Foster, of Camdenton, Mo., has been the guest of Ila Cook and her mother.

#### AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

E. B. Spain, who has been general yardmaster at Monett for the past 18 months, has received a promotion to general yardmaster at St. Louis. Mr. Spain and family left August 16 to make their home in St. Louis. As a departing gift he was presented with a handsome traveling bag by the Frisco employees at Monett.

W. L. Mayfield has been assigned to the position of general yardmaster, Monett and H. E. Rook, of Newburg, is the night yardmaster. Mr. Rook and family are now living at 613 Frisco Avenue.

Mr. and Mrs. J. J. Charles are spending a month in Hollywood, California, with Mrs. Charles' brother, Will Scott, who was, for a number of years, conductor on the Central division.

Sam. P. Jolley has announced the marriage of his daughter, Florine to James Winton, manager of the Black and White Cab Company of Springfield. Miss Jolley has been employed as saleslady in the Clark-McGreevy Drug Company in Springfield for the past two years.

Miss Marguerite Frossard enjoyed a two weeks vacation which was spent touring points of interest in the east. Miss Cleo Pearce, of Springfield, relieved Miss Frossard as stenographer in the mechanical department.

George Harman, station master, has returned from the Frisco Hospital in St. Louis, where he underwent an operation. He has not sufficiently recovered to resume work.

George D. Shreve, oldest switchman in point of service in Monett yards, is confined to his home on account of illness. This is the first time in 53 years that Mr. Shreve has been off duty on account of illness.

Tom Campbell, who was conductor on local between Monett and Springfield for the past 20 years, has bid in a run on work train between Ozark and Chadwick. Charley Blair is now our assigned 48-49 local conductor.

Three cars of Moores' early grapes were shipped from Monett this month by the Monett Grape Growers Association. Several cars of the Concord variety are expected to move later.

#### F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

DAZEL LEWIS, Reporter

Mrs. W. P. McKinnell and children have returned from a visit in Beardstown, Ill. Mr. McKinnell spent Labor Day there and accompanied them home.

Mrs. Julia Barrett and granddaughter, Jeanne Peck, enjoyed a visit with relatives in Kansas City recently.

Congratulations and best wishes are extended to Alice Mae Mills and Frank Feyen, whose marriage was solemnized on the afternoon of August 15.

Hayme Hindman and her mother motored to Kansas City where they were guests of Miss Ethel Hindman.

We were all glad to see Mrs. E. V. Blum, nee Marjorie Risser, of Oklahoma City, who spent a week in Springfield recently.

Our hearts go out in sympathy to members of the Gilbert family in the death of Mrs. Wm. T. Davis, Dixon, Mo., who passed away August 17. Mrs. Davis was a sister of R. D. Gilbert of this department.

#### SOUTHWESTERN DIVISION

##### TRAFFIC DEPARTMENT TULSA, OKLA.

MARGERY A. O'BRIEN, Reporter

The weather in Tulsa continues to be extremely unpleasant due to the high temperature daily.

R. W. Berry, soliciting freight and passenger agent, is away on his vacation this week, accompanied by Mrs. Berry and their little daughter. They are motoring through the Ozarks.

We will have a large tour to Chicago on Sunday, the 19th, together with the Boy Scout movement to the World's Fair.

We are also enjoying the annual National Guard movement in several directions, P. F. Atkinson, of the city ticket office, and J. D. Rogers, of this office, acting as escorts.

Tulsa has been selected as one of the points by the F. E. R. A. for a cannery for the purpose of canning meat for distribution among the poor this winter. The cannery is already in operation and it has also afforded employment to several hundred people.

Miss Maloney of this office is spending her vacation with relatives in Peoria, Ill.

Mrs. Phil Atkinson is also away on her vacation visiting with relatives in Minneapolis. Mrs. Atkinson will stop at Chicago and visit the Fair on her way home.

Mr. Oldaker of the city ticket office spent the week-end in Joplin and Springfield visiting friends, while Mr. Smith, same office, went to St. Louis to see a real ball game last week.

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

EDNA A. WOODEN, Reporter

R. N. Valker, switchman, has returned to duty after an absence of several days, during which time he spent in Chicago looking over A Century of Progress.

Mrs. P. R. Jeck and children have gone to Carbondale, Illinois, where they will spend some time visiting relatives and friends.

Mr. and Mrs. H. D. Sheffield have returned from Grand Junction, Colorado, where they spent several days fishing and enjoying the Rockies.

Mr. and Mrs. H. E. Warren have returned from St. Louis where they went to meet friends from Muncie, Ind., who will spend several days here visiting.

J. L. Porter, switchman, has returned from Grand River, where he spent several days fishing.

The many friends of Brakeman "Pat" Austin were glad to see him out again. Mr. Austin has recently returned from St. Louis hospital where he spent several weeks account personal injury received some time ago.

Mrs. G. R. Warren and daughter, Mrs. David Murray, have returned from Chicago, where they spent several delightful days attending the World's Fair.

Mrs. C. A. Ayres has returned from St. Louis where she went to accompany Mr. Ayres to the hospital at that point. We are glad to report P. J. Mulrenin, engineer, able to return to work after an absence of several weeks account illness.

Mr. and Mrs. H. R. Grimes report the arrival of a little daughter, July 12th. The young lady will be known as Joyce Annette.

## DOCTOR'S ADVICE TO SMOKERS IS OLD STORY TO RAILROAD MEN

Railroad men, large numbers of whom have been for many years loyal Edgeworth fans, will find their tobacco judgment confirmed by Dr. C. B. Cahusac of San Pedro, California. Dr. Cahusac has been a pipe smoker for 50 years—an Edgeworth smoker for the past ten.

Here is his letter:

1212 West 1st St.,  
San Pedro, Calif.  
Memorial Day, 1933

Messrs. Larus & Bro. Co.,  
Richmond, Virginia

Gentlemen:

Some years ago you very kindly sent me a free package of "Edgeworth."

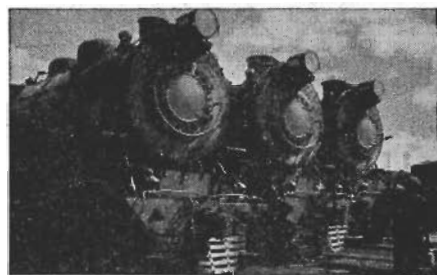
It was a revelation to me, as I didn't know that such a splendid tobacco could be produced.

I am nearly 75 years of age and have smoked for over 50 of them—mostly a pipe. But like all Britishers, I want the best tobacco—commensurate with my purse!—that I can buy. Your product so charmed me the first time I tried it, that I was almost afraid to buy a package, in case it was not equal to the "sample." Well, when I say that I have stuck to Edgeworth for nearly ten years, I think that is sufficient answer to the above.

I feel afraid sometimes to speak too highly of your product—in case men may think it is simply "ballyhoo," so I say "Just TRY it."

Yours gratefully,

Dr. C. B. Cahusac



Railroad men are loyal to Edgeworth

Just say "Edgeworth" to the dealer the next time you buy tobacco. It is a blend of only the tenderest leaves of the Burley plant—known to tobaccoists as "the mildest pipe tobacco that grows." There is a 15¢ pocket package and many other sizes up to the pound humidior tin. Some sizes are put up in vacuum tins. In these air-tight tins the flavor remains the same regardless of weather or climate. Edgeworth is made and guaranteed by Larus & Bro. Co., Tobaccoists since 1877, Richmond, Virginia.

Friends of D. H. Duncan, who formerly worked for the Frisco as messenger, but who is now employed by the Sand Springs Railway, will be interested in knowing he is the proud father of a daughter, born July 2nd, to whom they have given the name Pattie Sue.

Mr. and Mrs. W. J. Sexton are in the east where they are visiting many points of interest. They also expect to visit the World's Fair at Chicago before they return home.

## RIVER DIVISION

### SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ELIZABETH GRIESHABER, Reporter

We are glad to see Ben Fowler, car foreman, back on the job after an absence of four months, account sickness.

In addition to visiting friends in St. Louis during her week's vacation the middle of August, Anne Guethle also took in Ringling Brothers' Circus.

The operators in the telegraph office are having their fun these days, learning to operate the new teletype, which has recently been installed.

Mrs. L. M. DeBerry and daughter, Lyda, of St. Louis, have been visiting at the home of B. McAdams, conductor, and other friends in Chaffee. Miss Juanita McAdams returned to St. Louis with Lyda for a week's visit there.

George Roth, engineer, and wife, have been at Rochester, Minn., the past few weeks, where Mr. Roth is taking treatments at one of the hospitals connected with the Mayo Clinic.

Birl Thompson, who worked for the Frisco at Chaffee for a number of years, both in the freight office and this office, but who was forced to quit about a year ago, account of sickness, has departed for San Antonio, Tex., where he and his family will make their home.

F. M. Bonds, agent at Luxora, Ark., passed away suddenly at his home, August 7, of heart failure. He had not worked since the middle of June, when he was forced to go to the Frisco Hospital, St. Louis, account bad health.

Our sympathy is extended his family. Those of us who have not as yet had the privilege of a few days' vacation are making big plans for one.

H. F. Madison, who was appointed chief clerk, this office, July 16, moved his family to Cape Girardeau the early part of August.

Mrs. Leo Lane was a patient at St. Francis' Hospital, Cape Girardeau, the first part of August, having been on the verge of pneumonia. However, she is back home and improving rapidly. Leo was kept quite busy going to and from the hospital and finding some place to eat. In addition to all the other excitement, he had quite a story to relate concerning a six-foot rattler that he ran over on one of his trips to Cape Girardeau.

We have a report that Frank Morgan, dispatcher, who underwent a major operation at the Frisco Hospital, a few weeks ago, is expected home within the next few days.

### HAYTI, MO.

JIM APPLING, Reporter

In a meeting of the Frisco Club of Hayti the members discussed the situation of competition of the bus lines with the railroads and the advantages of riding on the new air-conditioned cars that the Frisco now has in service. The conclusion was reached that one is very foolish to ride the bus lines when it is just as cheap to ride the train. Miss Martha Moore was the guest of honor; she delivered a very encouraging talk on the improvement of business in the Frisco Lines.

T. T. Martin is in the hospital. Mr. Martin is an engineer for the Frisco. We are very sorry to hear of his illness.

F. X. Shoemaker has left for a vacation through California. Mr. Shoemaker is freight agent at Hayti.

Charley Jobe, agent at Hayti enjoyed a fishing trip on the St. Francis River. Mr. Goodwin reports that the express office at Hayti is doing good business.

### CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

C. G. Moeder, yardmaster, and son, Richard, spent the week-end in St.

Louis attending the shows and ball games.

Mrs. Harry Rogers, wife of Conductor Rogers, spent several days in Herrin, Ill., visiting her daughter, Mrs. John Gravoldi.

Claim Agent and Mrs. Harry Allard spent a week in Chicago attending the Fair.

Brakeman A. H. Steck, of Hayti, Mo., spent the week-end in Cape Girardeau visiting his family.

Misses Marguerite and Francis Reynolds, daughters of retired Engineer Reynolds, will leave within a few days for Chicago to attend the Fair.

## NORTHERN DIVISION

### OFFICE OF SUPERINTENDENT FORT SCOTT, KANS.

BLANCHE BICKNELL, Reporter

Switch Foreman Tom Cooper and wife are spending a few weeks in Denver, Colorado, account sickness of Mrs. Cooper.

Mrs. E. A. Miller, wife of general agent, is visiting relatives and friends in Excelsior Springs.

Mrs. F. E. Heaton and daughter, Sammy-Lou, have returned from a vacation spent in Colorado Springs.

Mrs. H. C. Chartrand and children, family of brakeman, are attending the Fair in Chicago.

Frank McCann, stenographer-clerk in assistant superintendent's office, and family have returned from a vacation spent in St. Louis and Chicago.

C. L. Payne, transportation clerk, has purchased a new Plymouth coupe.

Miss Gladys Roth, of the engineering department, has taken another sixty days' leave account sickness.

R. E. Baker has been assigned to the helper position at Columbus. Paul H. Green has been assigned to temporary car clerk job at Fredonia, account James H. Owens laying off account sickness. F. B. Casner has been assigned to the helper job at Webb City.

Conductor H. K. Giles and wife are spending a few days in Chicago at the Fair.

C. L. Payne and family spent a recent Sunday in Columbus, visiting friends and relatives.

Miss Harriett Carr, daughter of switchman C. M. Carr, has returned from a several weeks' vacation spent in California.

### TRAFFIC DEPARTMENT KANSAS CITY, MO.

R. E. MARING, Reporter

There is considerable satisfaction hereabouts in the appointment of Jack Burch as superintendent terminals at Kansas City. Mr. Burch is well known and liked here, formerly holding the position of general yardmaster at this point. He is assured of our best wishes and cooperation in his new duties.

As this is being composed, ye scribe, immersed in perspiration, could not help but to again dwell upon one of the revolutionary changes affecting our passenger train service—air-conditioning. A recent week-end was spent on duty at the Union Station, when outside temperatures exceeded a hundred—nothing unusual considering the twenty such days in July and no originality in August. Well, the air-conditioned equipment on our "Kansas City Florida Special" and the "Oil Fields Special" were loaded to an extent that

# PRACTICAL



## Metal Specialties

### MW DUST GUARDS

—with graphite linings are now in service on many first-class trains.

### TRIPLE VALVE PROTECTOR CAPS

—Designed to fit K-1 and K-2 type valves. Can be used and re-used indefinitely.

### ROUTING AND DEFECT CARDBOARD BRACKETS

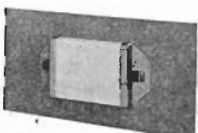
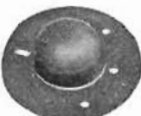
For All Steel Cars

## MOTOR WHEEL CORP.

Lansing

(Railway Div.)

Michigan





would gladden the hearts of our officials. Well filled coaches are no longer the exception as pleased patrons tell their friends about this new feature of travel. The result is obvious—more business. You can help, too.

Air-conditioning and the reduction in fares are reflected in our increase at Kansas City of passenger earnings over corresponding months of last year. Freight shipments are again showing increases after a two months' slump.

Solicitor Young is sporting a new V-8 Ford, which vindicates our judgment that he can't take it—to wit, our previous remarks through these columns about his old car troubles.

The impending abandonment of the old Kansas City, Clinton and Springfield line, now a part of the Frisco, was the subject of a feature story in a recent Sunday issue of a local newspaper. A. B. McDonald, the writer, made a trip over the line for his first-hand information. There was much food for thought in his references to the "leaky roof" and "what happens to communities when a railroad quits". Wonder if general agent Forrester saw the article having reference to his defense of the line by explaining how the designation of "leaky roof" came into usage.

Drought conditions in this section are gradually assuming a more serious aspect. Many communities adjacent to Kansas City are obtaining their water supply from this city. Transportation of water, while not considered unusual in southwestern sections of the country, is a new commodity for shipment over our railroad. Local business interests see damage to their trade in the official weather reports that designate this as the "hot spot" of the nation, claiming that air port temperatures at North Kansas City are not representative of those experienced by the masses in Kansas City. Most of us feel that they are more representative there than if taken at the top of some skyscraper, as is done in most cities.

Miss Mabel Stewart, one of our able stenographers, spent a recent week-end

visiting the 1931 version of the Chicago Century of Progress. Before Mabel reached home her progress had greatly diminished in step with her loss of sole.

During the past month we enjoyed the following nice movements: 267 boy scouts, Kansas City to Osceola, Mo., and return; Pleasanton National Guard to Ft. Riley, Kans.; Arkansas National Guard, 110 men, Fayetteville, Ark., to Ft. Riley, Kansas, and return; 171 C. C. boys, Scammon, Kansas, to Kansas City, enroute Lawrence, Kans. The night of August 14th we handled the Ringling Brothers - Barnum & Bailey Circus, in four sections, Kansas City to Springfield, Mo. From Springfield the circus is scheduled to move via Frisco to Tulsa, Okla., thence to Oklahoma City, Okla.

Advertisement of air-conditioned equipment on our trains, appearing in display window of our city ticket office here, is attracting a great deal of attention and is sure to bring the pedestrians to a halt for contemplation. The letters "C O O L" are about twelve inches high and are made of imitation ice that gives the same effect as though of natural ice. Under these frosted letters appears a suitable description of the trains that are air-conditioned. On a recent hot day an elderly lady stepped into the ticket office expecting to enjoy the same comfort there as in our trains because of having obtained a wrong impression of its purpose.

An item in the Forty Years Ago column of the Kansas City Star and Times (August 3, 1894) carried this notice: "John I. Blair, New Jersey multimillionaire, is pushing his Kansas City and Southern railroad down to the Osceola district as fast as money and men can make it." As this railroad was the forerunner of the present line of the Frisco thru Clinton and Bolivar, it may be of interest to those whose minds run to the genealogy of our railroad.

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!



**JELT DENIM IN LEE OVERALLS HOLDS FULL STRENGTH AFTER WASHING**

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.

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

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

UNION-MADE  
**Lee**  
**OVERALLS**  
Union-Aids—Shirts—Pants—  
Play Suits

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

GLADYS ROTH, Reporter

Mrs. Wm. White, wife of pensioned section foreman, residence Severy, Kan., passed away the morning of August 6, at the home of her daughter,

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Nickel, Chromium, Copper, Brass  
Dairy Supplies a Specialty  
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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.

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To give Universal Service is the goal  
of Public Utility managers and opera-  
tors. We are a part of the organized  
effort to reach that ideal.

**Springfield Gas and Electric Company**  
**Springfield Traction Company**

**Frank B. Smith Laundry Co. - FAMILY WET WASH  
SPRINGFIELD, MO.**

Mrs. Frank Welch, at Fall River. Mrs. White was well known in that vicinity and all her friends, as well as relatives, will miss her. We wish to extend our sincere sympathy.

Agent J. W. Wassen, at Beaumont, and family left August 9 to attend the Fair at Chicago, having gone by motor car. They will be joined later by Wm. Hutton, roundhouse foreman at Beaumont, and family, at Plymouth, Ind., where a family reunion will be held.

## TELEGRAPH DEPARTMENT FT. SCOTT, KANS.

**ALICE HOGAN, Reporter**

E. E. Young, first trick telegrapher at Paola, was off the latter part of July for a short vacation. R. A. Scott relieved him.

J. F. Lee, operator-cashier at Miami, is doing some relief work in the trainmaster's office at Enid during the vacation season.

Miss Edna Bennetzen, telephone operator, who has been working at Springfield, is working at Ft. Scott, in the absence of Mrs. Edith Austin, who is ill in the St. Louis hospital. We are sorry to report that Mrs. Austin's condition is unimproved.

E. A. Teubner, division freight and passenger agent for the Southern Pacific at San Jose, Calif., and his family are visiting Mr. Teubner's brothers, C. A. and R. F. Teubner, at Pleasanton, Cal.

F. H. McCann, trainmaster's clerk, and his family have returned from a several days' stay in Chicago. They report the Century of Progress much improved over last year.

Business is so much improved that several extra men, who had been cut off the extra board, have been called back to work.

## OFFICE SUPERINTENDENT TERMINALS—KANSAS CITY, MO.

**TOM KEHOE, Reporter**

I want to take this opportunity of offering my congratulations to John Burch upon his recent transfer to the position of superintendent of terminals at Kansas City, made vacant by the death, on July 13, of J. W. Skaggs. Mr. Burch came to Kansas City from Yale, Tenn., August 1st, although Kansas City really claims him as he had

previously served the Kansas City terminal in the capacity of general yardmaster for some five years. Mr. Burch is well known and well liked by the employees in Kansas City, and is, of course, thoroughly familiar with operations and conditions here. Kansas City is fortunate in the selection of Mr. Burch as superintendent of terminals, and we want to offer him our most sincere cooperation, and every good wish for success in his new position.

The transportation department mourns the loss of Leo Timmons, switchman, who suffered a stroke of heat prostration, and died on August 9th. Mr. Timmons' death was untimely, as he was only 41 years of age. He was popular among his associates, and well liked by everyone with whom he came in contact. He will be sadly missed by his many friends on the terminal. May we extend our sympathy to his family.

We would probably never have believed we would have lived to see the day when we would be forced to get out the old raccoon coat for comfort if a sudden drop in temperature should bring the thermometer down to 80 degrees. We have become so accustomed to reading the temperatures in the coach yard from 113 to 118 degrees that a drop to normal summer heat would feel like the arrival of a cold wave.

Unfortunately, the heat wave has become something more than merely uncomfortable. It has really reached serious proportions, and the severe drought conditions in the northwest and southwest territories have necessitated the removal of thousands of cattle to other localities. This movement of drought stock into and out of Kansas City has kept everyone here very busy. On August 8, 200 cars of stock were handled on the Kansas City terminal, and on August 7 we had 100 load-outs. These were record days, although the handling of relief stock has been heavy all during the first half of August.

After an all too short vacation, it is again time for school bells to ring, and in a few days the portals will be open, welcoming hundreds of Frisco children back to schools and colleges. Berkley Benneson, Jr., son of B. H. Benneson, clerk, will attend the University of Kentucky at Lexington, Ky., during the coming year.

Sherman Goff, conductor, returned to work August 3rd, after recuperating in California for five months from an injury received in an accident. Evidently the warm California sunshine proved an effective cure, and

we were all pleased to see Mr. Goff back, looking in the pink of condition.

R. B. Hatcher is on the sick list for this month, having left July 27 for St. Louis hospital. We hope his condition improves rapidly and that he will be back at work before very long.

Frank J. Westerman, foreman, store department, is also confined in St. Louis hospital due to severe illness. We wish him a speedy recovery, and hope to see him back on the job in the near future.

It is not only the schools that have their commencements and mile-stones. Guy Munn, who has been working as yard clerk and caller for the past six years, was transferred to the switchmen's board, and on August 1st received his diploma as a switchman. He is now an extra switchman in the Kansas City yards.

The terrific and prolonged heat proved too much for James Lyons, yard engineer, who was overcome on August 3 and was forced to remain at home during the first half of August.

Mrs. H. M. Heminger, wife of switchman, was watering the lawn on August 5 when she was overcome by the heat, and in the fall to the ground, suffered a broken hip. She is in the hospital at the present time.

E. C. Gillespie, engineer, was off the first half of August account serious illness of his wife. We trust Mrs. Gillespie's condition improves and that she may soon be on the road to complete recovery.

J. E. Hogan, engineer, was also a victim of our record summer heat, and was overcome on July 30. He is at the present time in the Provident Hospital, Kansas City, Kans., where last reports indicate his condition is not serious, and that he is getting along nicely.

Mr. Hogan, by the way, served as an innocent but useful accomplice in successfully putting over a big surprise party for Wm. T. Barker, engineer, who was retired July 31. Mr. Barker was requested by Mr. Grace to accompany him on a visit to the Provident Hospital to call on Mr. Hogan, the evening of August 9th, and upon their return to Mr. Barker's home found, to Mr. Barker's complete surprise, some 85 persons sitting in the dark, in the yard. The lights, which were strung up in the yard, were finally turned on revealing quite a dignified gathering of employees of the Kansas City terminals with their wives and friends. "Mother Clark", who is so well known to Kansas City, was an honored guest. Aldelbert Paine, engineer; J. E. Harris,



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**OKMULGEE, OKLAHOMA**  
We appreciate your account.  
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assistant yardmaster, and T. J. O'Brien, switchman, were the instigators of the affair. Short talks were made by Messrs. Barker, Harris, Paine, Forsythe and Grace. Ice cream and cake, with cigars for the men, were served as refreshments. Various gifts presented to Mr. Barker included a traveling bag by the Frisco employees, a box of cigars, ties and flowers. Altogether it was a gala affair, and greatly enjoyed by everyone present. Non-Frisco and out-of-town guests included Mr. and Mrs. Forsythe, Springfield; Mr. and Mrs. John Richardson, Mr. and Mrs. Harry Haines, Fort Scott; James Quigg, master mechanic, K. C. T. Ry.; F. E. Doherty, engineer, K. C. S.; Chas. Lett, engineer, Santa Fe; W. R. Bryson, engineer, Santa Fe, and James Bruce, retired boilermaker foreman, Frisco.

## WICHITA, KANSAS

LOTA L. WILLIAMS, Reporter

Circus day once more, which somehow seems connected with a not far distant September and school days, but right now we'd like a nice snowstorm or even the refreshing coolness of a good rain would do wonders to revive us until frost! But while summer still lingers vacationists are seeking cooler places either for rest or fishing: Andy Habertier, retired warehouse man, is off for another fishing trip to Anderson, Mo. Mrs. C. S. Underwood and twin sons, Charles and David, are leaving for Manitou, Colorado, where they plan to spend a few weeks before school begins. Mrs. M. C. Goodwin, wife of Conductor Goodwin, and son are spending their vacation in Denver. Glen Martin, engineer, returned recently from Portland and San Francisco. Mrs. Cook, wife of L. O. Cook, special officer, and son, Lloyd, who are visiting at Boulder, Colorado, write that there is a scarcity of water even at Boulder, but there is snow in the mountains where they found it quite cold. E. J. Immele, city soliciting agent, and Mrs. Immele have been enjoying a visit from their niece, Helen Immele, of Kansas City, Mo., whom Mr. Immele says can almost best him at croquet, which he enjoys even on the hottest evenings.

Friends of R. H. Grimes, switchman, who is confined to the hospital in St. Louis, are hoping for his speedy recovery.

Alfred Malmgren, fireman, Neodesha, was on the program and spoke on the necessity of cooperation between shop and road men at the State Air Brake Conference, held at Parsons during July, in connection with the M-K-T Railroad and board of education of Parsons. Mr. Johnson, of the Westinghouse Air Brake Co., was speaker as well as W. E. Vergun, general air brake instructor of the M-K-T Railroad. Various other railroads participated in the meeting.

Not overlooking any opportunity to secure business, F. S. Porter, engineer, Lyons, Kansas, recently secured routing on two cars of coal in a brief after breakfast call—rather good work for a hot summer's morning.

Understand that business on the Wichita sub of the Northern division is showing up so much better now that all the road men on the extra board and some who were cut off are back on the job. This is attributed in part to the increased stock movement. Drouth cattle from Texas, New Mexico, Western Oklahoma and Western Kansas arriving at Wichita are sorted and branded—those in fairly good condition are shipped out to pasture lands, while others unsuitable for shipping are killed and chilled here and forwarded to eastern canneries. In ad-

dition to the branding and sorting the cattle are now being given the tubercular test here.

There have been an average of 8,000 to 15,000 head of drouth cattle in the Wichita Union Stock Yards every day for the past twenty days, reaching a high of 25,000 head for one day, and reports are that movement will continue for several months. The Stock Yards Company have built fence around a twenty acre tract of ground which now puts total capacity of Wichita yards at 30,000. The operating department have been on the alert, supplying ample cars and crews to give prompt handling to stock movement out over Frisco rails and since the movement started we have had approximately 700 cars to date from Wichita.

The Kansas Emergency Relief Committee are now putting in a cannery on Frisco tracks in Wichita and it is estimated they will can 50,000 head of cattle within the next six or seven months, employing 1,600 people. They expect to use portion of the building later on for storing sugar, flour and other foodstuffs, and clothing to be distributed during the fall and winter.

Glad to report that Eugene Freeze, who had a hot time of it during four weeks' illness, is now able to be on the job as electrician at the roundhouse.

Just learned that a few others have enjoyed brief vacations, now back at work, tired but happy: Howard Kelchner, night roundhouse foreman, spent ten days in the Colorado Rockies (there must have been trout). E. P. Hadler, boilermaker, spent two weeks during July visiting relatives in Colorado and Nebraska. F. W. Archer, chief clerk, and family have as their guests Mrs. G. W. Archer, wife of express agent at Aurora, Missouri, and children.

Now for my vacation—but it always seems good to set the suitcase down, so to speak, and again pound the keyboard.

## OFFICE OF MASTER MECHANIC KANSAS CITY, MO.

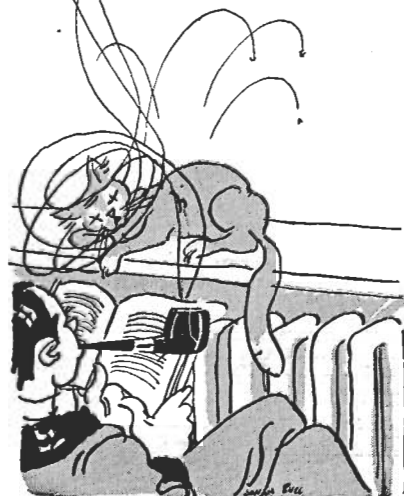
LEOTA FRIEND, Reporter

With all due apologies for our failure to appear in print last month, but the fact of the business is, things happened so quick and fast all month that the day to make the report slipped by unnoticed—and, too, our energy was at rather low ebb due to the intense heat and perhaps our "git-along" was slowed up some and we didn't gather news as fast as we should. However, now that we've had a trifle of the "blessed moisture" the past few days, we have revived to a degree and feel that we'll soon be nearing PAR again.

First, let me report, even though it continued dry and hot as to weather, we had our picnic at Campbell's Lake. A goodly number were present and the mechanical department was well represented. Renewed acquaintance with a lot of Frisco people whom we hadn't seen for sometime. Enjoyed the food—the basket lunch, fried chicken and the food we were able to "mooch" from our neighbors baskets. Plenty of ice cream, soda pop and ice water furnished by the picnic committee. Enjoyed the dance, good music and the hall was as cool as could be expected with the thermometer soaring around 107 all day. Participated in some of the contests, but was far out-classed as to endurance by our comptometer operator, Pauline Hoffman, who carried home the "bag of oats". All in all it was a "grand" affair and we're happy to have been among those present.

Mary Dailey having planned to spend

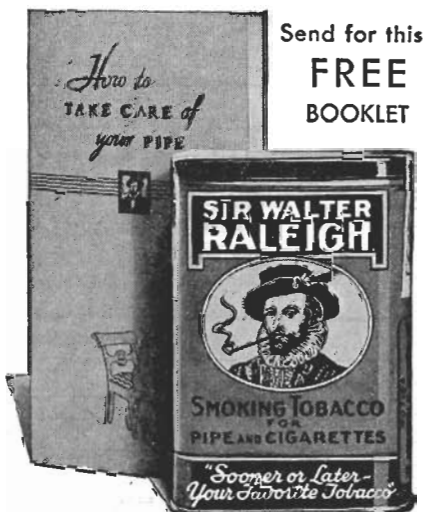
## EVEN THE FLEAS FLED!



THE fleas have gone to another cat. The poor cat has gone to a flealess heaven where smelly pipes and devilish tobaccos are not admitted.

Here's a recipe for keeping kittens and your companions purring: Scrape the debris out of your briar, run a cleaner through it, get rid of tobacco too strong and odorous for this fragile world—and replace it with mild, fragrant, considerate Sir Walter Raleigh. It's a gentle blend of the choicest Kentucky Burley leaf. It's well-aged, burns slowly, emits a mild and delightful aroma. Thus you and your pets will live happily together. Sir Walter Raleigh (strange as it may seem) costs only 15¢ a tin, wrapped fresh in heavy gold foil to keep it fresh.

Brown & Williamson Tobacco Corporation  
Louisville, Kentucky. Dept. K-49.



It's 15¢—AND IT'S MILD

her vacation in Pierce City, but due to the fact the City Official past an ordinance prohibiting girls on the street in backless dresses (Miss Dailey's newest dress being that type) she decided to high-hat the old home town and take her mother for a visit with a brother in Montana. It appears to me that Miss Dailey had a very interesting and exciting vacation—first she made the acquaintance of a new niece and nephew whom she had not seen (and from the snapshots she brought back and the interesting accounts given, they are real youngsters). In addition to this she also had the honor of seeing the President and Mrs. Roosevelt at Havre, Mont. Mary says after having seen the President and hearing him speak her admiration has increased two-fold.

Weren't we surprised and delighted one day in the latter part of June to find our old "Pal" Lucille Witter waiting on the steps of the office to go with us to the lunch room. Lucille works in Rockford, Iowa, at this time but she found her way back to Kansas City for her vacation.

Speaking of vacations—Mrs. McCaffrey and son, Gene, spent the summer in Colorado and left the better half at

home as caretaker, housekeeper as well as general car foreman. M. J. would have you believe he didn't mind it much, but we noticed he seemed much relieved when he received word of their homecoming.

Adam Andra, at one time tinner in the tin shop at Kansas City, having worked in different capacities on the railroad for 32 years, pensioned since 1918—now 87 years old, visited his old friend J. J. Grueninger at the shops here recently. It certainly is true, the railroad gets you and it stays in your blood, but it's always so nice to have folks like Mr. Andra come to see us.

The circus was in town and it seems it is always customary to have an excuse for going—this time Mr. Daugherty borrowed his neighbor's little girl for the occasion. He says he bargained for everything in the tent with the exceptions of the hippopotamus, to please the child, of course.

Looking from our windows in the office, we notice a number of improvements in the yard, the roundhouse has been painted, the turntables both north and south have been given a coat of aluminum and Frisco monogram stenciled on them. Several old buildings torn down, new wheel track put in and other minor improvements which greatly adds to the general appearance of the premises.

You've all heard of the Scotsman who went to Niagara Falls on his honeymoon but left his wife at home. Well, our story is different:

Bill Edwards, our timekeeper, took his family and made a hurried trip, destination Garden City, Kan. Bill had relaxed completely, enjoying the comforts of the train on which he was riding. The porter passing through the coach called "Dodge City." Bill heard only the word "City," and decided this was the place intended, gathered together his family and disembarked. He immediately called a cab and gave the driver the address. The taxi driver looked bewildered and began to make inquiries. Bill felt something amiss and asked as to name of the station and found he had gotten off at "Dodge City." To make a long story short, the train had a 15-minute wait at Dodge City. Bill realizing his mistake got aboard the train and finally reached Garden City, none the worse for the mistake.

Someone has suggested Bill might know Scotland, but he has yet to learn the United States.

## TEXAS LINES

MECHANICAL AND STORES DEPT.  
FT. WORTH, TEX.

E. A. PADGETT, Reporter

Chas. E. Blentlinger, car foreman, and wife took their vacation in Fort Smith, Ark., the last half of July.

Misses Helen and Marie Witt, daughters of car carpenter, W. M. Witt, have been visiting their grandmother, Mrs. J. W. Gentry, of Chicago, and, of course, they took in the World's Fair while there. Their grandmother returned with them for a visit.

Mrs. John G. Fooshee, wife of car carpenter, Fooshee, made a trip to Colorado Springs, Colo., the first part of the month.

C. D. O'Connor, yard laborer, is in Harris Hospital for a general examination. We hope he will be back on the job soon.

Gregory O'Gorman, blacksmith, has been having some very painful dental work done. The job is now about half completed.

Mrs. L. K. Spafford, son, Johnny, and daughter, Rosemary, are visiting relatives in San Francisco and Los Angeles and other cities.

S. J. Payne, night foreman, and wife, are vacationing on the shores of Lake Worth, here at Fort Worth.

F. G. Lister, superintendent motive power, and J. K. Gibson, assistant to the superintendent, paid us a visit the 15th. Glad to have them visit us. W. G. Hall, master mechanic, Sherman, also paid us a visit the 15th.

G. A. Madden, engineer, says good times are coming back. To verify his statement, he is driving a new Plymouth.

J. C. McClain, engineer, agrees with him, and is learning to shift the gears on a new Terraplane.

The general foreman and store department office is now nearing completion, and is up to the last minute. Plenty of room and lots of light.

Harry F. Vaughn, engineer, and wife have just returned from the City of Chicago. They report a wonderful time, taking in the fair. His wife reports they got lost, but he denies it.

## FORT WORTH, TEXAS

CORYLYNE PLEDGE, Reporter

Miss Helen Horrell is back on the job after her sick spell and looking as peppy as anybody could be expected to during this hot weather.

The Frisco baseball team is boasting of a record of winning six out of nine games and now are leading the league. We are betting on the boys making a good showing whether they win in the league or not.

Haven't heard a peep out of our club for quite a while and expect it is just trying to keep breathing through this hot dry weather, and we are looking forward to it blossoming forth with the first cool rain (whatever that is), and giving us a real entertainment.

Harry Granger, president of our local stamp collectors, advises the new headquarters are now located in the Texas Hotel and any "stamp bugs" are welcome to all meetings.

## CENTRAL DIVISION

HUGO, OKLA.

BURL WINN, Reporter

July 26th was just like olden times for Hugo! Ninety-one cars of special oil from Madill to Hope without a hitch.

July 26th at 10:30 p. m., 23 cars of cattle out of Paris for Broken Bow, Okla., via Valliant TO&E, arrived at Hugo at 11:35 p. m., changed crews and engine, and departed from Hugo at 11:45 p. m. Could have beat that but wanted the cows to look the city over.

H. M. Booth, roadmaster for 73rd track division, bundled up his office and moved it to Soper, Okla. Don't think Harry moved along with it! No, he will stay with the bright lights in Hugo.

J. W. Clairbone, general agent, now on his vacation and he will come home with the same old story about the fish that got away and "oh, how nice and cool".

Passenger business could be much better, but it continues to grow and we are doing all possible to build it up to where we must have more passenger trains.

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## SOUTHERN DIVISION

### BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

NEWS—a new arrival—L. M. Cannon, city passenger agent, and Mrs. Cannon are the proud parents of a new daughter—Billy Ann. Congratulations!

B. F. Thompson, traveling freight and passenger agent, and family spent the week-end in Panama City recently.

And a pleasant week-end in Atlanta, visiting friends, is reported by the writer.

Mrs. Ethyl R. Chapman has returned from south Georgia, as the guest of the writer.

A most interesting item appeared in a recent issue of the Birmingham Age-Herald (especially interesting to me), the announcement of the engagement of Mary Lella McGowen to Bonnie Grayson Chew, an event of September 22. Mary Lella is the daughter of Mrs. Nellie McGowen, secretary to superintendent of terminals, and Bonnie is the son of your reporter.

Fred D. Cross, soliciting freight and passenger agent, sustained severe cuts and bruises in an automobile accident a few days ago. We are happy to report he is out and about; no serious results of the accident.

Are we proud of our city passenger agent? We have reason to be—according to a postcard received by him from a passenger agent using Frisco service to California and return, stating, "Having a wonderful time, and have not seen any passenger agent near so nice to us as you."

### BIRMINGHAM TERMINALS

NELLIE MCGOWEN, Reporter

Miss Wilma Roberson and brother, James, daughter and son of Conductor J. H. Roberson, are enjoying a visit with relatives in Sherman and Fort Worth, Texas. Mr. Roberson expects to go to Texas and accompany his children home.

L. S. Benton, conductor, and daughter, Blanche, were called to Columbus, Ga., July 17th account of death of a relative.

Mrs. M. H. Ford, wife of clerk at East Thomas, and young son are visiting relatives in Memphis.

J. R. Sickles, clerk in accounting department, was a recent visitor in Kansas City.

Miss Ernestine Thompson, daughter of chief clerk, has returned from a vacation in Hawkinsville, Ga., where

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PITTSBURG, KANSAS

she was the guest of Mr. Thompson's brother.

E. L. McAllister, agent at Ensley, and wife, are away on a two weeks' vacation visiting in Chicago and St. Louis. Mr. C. L. Fields is supplying in Mr. McAllister's place.

D. N. Essary, crossing flagman, is in St. Vincent Hospital account of illness.

E. A. Teed, superintendent terminals, Mrs. Teed and daughter, Lenore, are enjoying a visit in Los Angeles, Calif.

R. W. James, terminal accountant, has returned from a business trip to St. Louis.

Photus Grady, clerk, and wife are enjoying a three weeks' visit motoring over Florida. Mr. and Mrs. Grady will visit Miami and Key West, going by airplane from Key West for a visit in Havana.

W. A. Whaley, switchman, was a recent visitor to Attalla, Ala.

Ye reporter has just returned from a weeks' visit in New York City, having motored there, accompanied by her son, Charles McGowen, and Miss Marie Roe.

Announcement has just been made of the marriage of Miss Bertie Mae Norwood to Woodrow W. Phifer, the wedding having taken place in Decatur, Ala., on April 7, 1934. Mr. Phifer is employed as office messenger at East Thomas and best wishes are extended to the young couple.

### PENSACOLA, FLORIDA

GERTRUDE BAZZELL, Reporter

Mrs. J. J. Epples and Mrs. J. P. Henderson, wife and daughter of Dockmaster, Pensacola, have recently returned from a delightful visit with relatives in Chicago, and while there enjoyed the Fair.

Mrs. J. E. Bryant and daughter, Ruth, family of Yardmaster Bryant, are now enjoying a visit to the World's Fair in Chicago.

John, Jr., son of Operator John Perkins, has just returned from a two weeks' vacation spent with his sister in Akron, Ohio.

### ENGINEERING, BRIDGE AND BUILDING, WATER SERVICE DEPARTMENTS—YALE, TENN.

CREATIE SICKLES, Reporter

The little son of Paul Schmitz underwent an operation the latter part of July for removal of his tonsils and is getting along nicely.

Mrs. C. M. Scott and Miss Betty spent several days visiting relatives in Springfield and Carthage in the latter part of July.

Quelin Honey accompanied his grandparents to California. Understand Quelin makes a fine chauffeur.

Miss Grayce Blaylock recently enjoyed a motor trip to Biloxi, Laurel and New Orleans.

H. E. Gabriel, former assistant superintendent on this division, spent several days visiting old friends in this part of the country.

Quite a lot of repair work has been done on our cotton platforms getting them in condition for the cotton season and a large number of our stock pens have been gone over in order to take care of the exceptionally large movement of cattle.

Roadmaster Garrett Honey and family have returned from a vacation spent at the Lake of the Ozarks. Mr. Honey reports that fishing was extra good and that he specialized in jack salmon.

Miss Bertha Harris decided the Ozarks was a pretty good place to spend her vacation and reports she had a very nice time while on the Current River Branch.

Miss Thelma Drashman chose to

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spend her vacation at home. Recently Miss Drashman entertained a friend from New Orleans, who made the trip to Memphis in his airplane.

Chicago seems to be one of the favorite spots for vacations this year. Sheldon Ross, timekeeper in this office, spent several days there taking in the Fair, we understand. Roundhouse Foreman E. F. Tuck and family are taking in the sights at Chicago, as are also Mr. and Mrs. J. C. Lutz. The Lutz family will visit in New York, Michigan and Philadelphia before returning to Memphis.

Several new members have been added to the M. of W. department. Little Miss Billie Mae arrived July 31st to take lodging with Mr. and Mrs. W. H. Pryor. LaWanda Rose is very much thrilled over having a little sister. Master Harvey Earl came to make his home with Mr. and Mrs. Dick Inskeep, of Willow Springs. Mr. Inskeep is in the bridge department. Foreman P. A. Peck, of Turrell, is also wearing an exceptionally broad smile these days and he informs us that he is now a grandfather.

### LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

John A. Ladd was assigned position of assistant platform foreman July 24, left vacant by C. J. Andereck, now uncollected clerk.

Paul Humphrey, son of W. W. Humphrey, switch clerk, spent three weeks recently with relatives in Forest City, Ark. Mrs. Humphrey went over for a week.

J. F. Wright, rate clerk, returned to work July 23 looking fine after a recent operation for appendicitis.

Miss Lucille Linville, daughter of night Chief Clerk B. S. Linville, visited relatives in St. Louis the latter part of July.

Mrs. J. T. Carrigan, wife of comp-tometer operator, spent the week of

July 15 in Chicago enjoying the Fair, going to Little Rock, Ark., July 22 for a visit with relatives. Jimmie, the husband, spent July 22 and 23 there with her.

Mrs. G. R. Humphrey and son, Geo. Jr., family of cashier, spent several days in Chicago the latter part of July attending the Fair.

B. S. Linville was unable to work July 30, having such a bad cold, which had settled in his eyes.

Mr. and Mrs. H. H. Smith drove to Natural Bridge, Tenn., August 4, spending Sunday.

C. M. Davis, pensioned claim clerk, was in to see us recently, saying he and Mrs. Davis were going to Colorado Springs the middle of August for two weeks.

A. E. Pennington, clerk, was off August 8 and 9 account the death of his sister's husband.

D. E. Creeden, disposition clerk, was off from August 10 to 20 on vacation enjoying his new V-8.

J. T. Carrigan and Hugh Q. Flanigan have been on the sick list recently.

Messrs. Thorn, Schoeneberg and McMurray, traveling auditors, dropped in August 16 for a check of the station.

Mr. and Mrs. Geo. Barbee, brother and sister of Mrs. Lelia Lenihan, stenographer, moved from Jonesboro, Ark., to 1039 East Trigg, this city, August 16, and located across the street from Mrs. Lenihan. Mr. Barbee is now on the West Memphis switcher.

## NEWS FOR THE SPORTSMAN

(Continued from Page 7)

rescue fish and transplant them to suitable waters. This also affords the opportunity of destroying turtles, predators of fish. It is believed another record will be established in the rescue of fish, exceeding last year's record total of over three million game fish.

Four crews, including from two to four men each, are devoting full time throughout the state in rescuing fish. Usually the majority of the rescue

work necessary is done in drying bar pits and sloughs along the Missouri and Mississippi Rivers, but this summer much of the rescue work has been necessary in the Ozarks. Crews have been working recently in Greene, McDonald, Barton, and Dade counties. Much rescue work has also been done in Osage County where over 200,000 were saved one week and placed in the Gasconade and Osage Rivers. Wherever possible the fish rescued are transplanted into deeper holes or other living waters.

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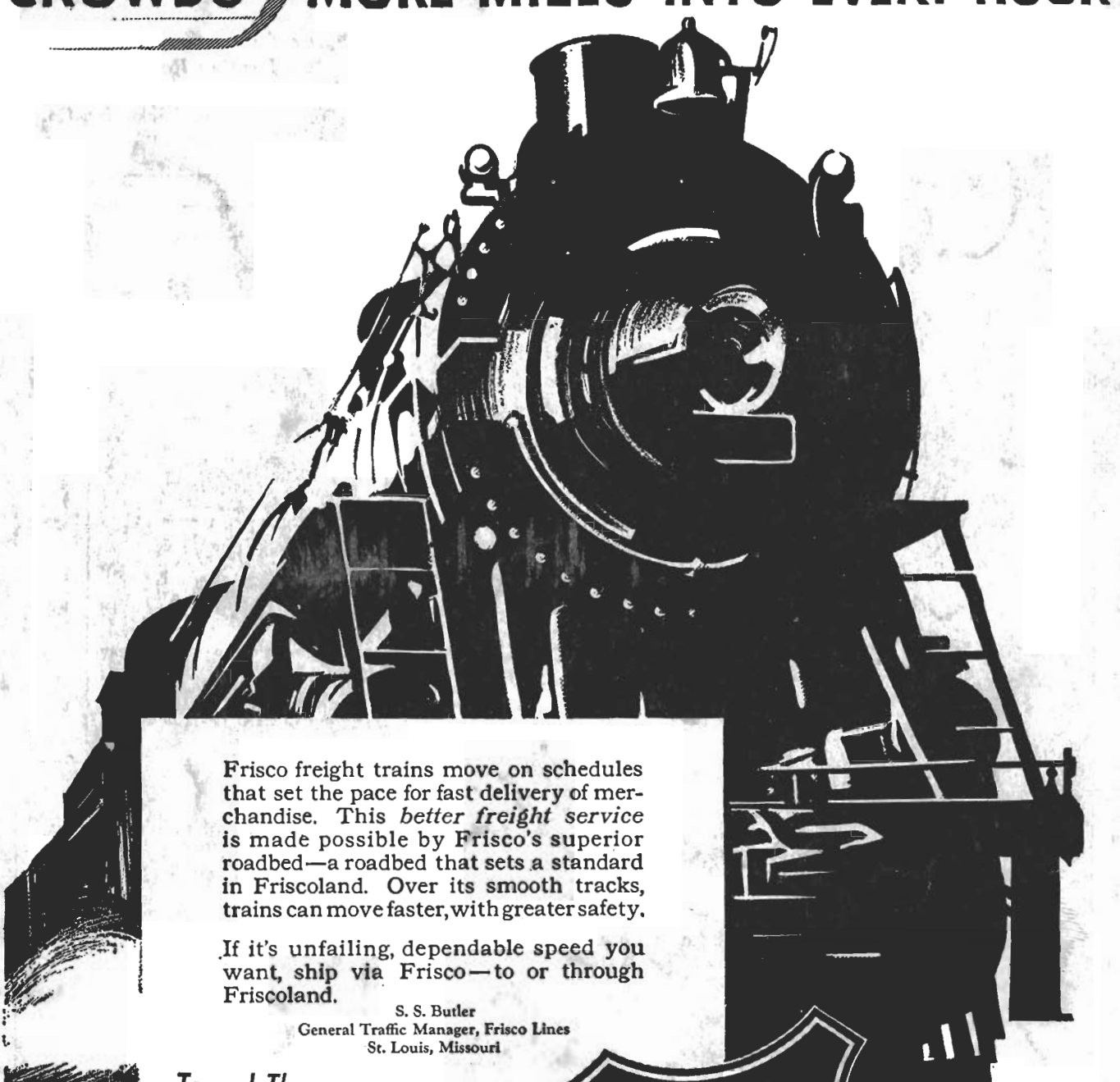
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