

# *THE FRISCO EMPLOYEES' MAGAZINE*

Vol. XI

NOVEMBER, 1933

No. XI



SPECIAL ISSUE

Dedicated to the Frisco Employees Clubs

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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, *Associate Editor*

Vol. XI

NOVEMBER, 1933

No. 11

## DEDICATION

This is the first time that an issue of the Frisco Employees' Magazine has been dedicated to the Frisco Employee Clubs throughout the system. As one president of a club so aptly put it, "we like to read the news of the other clubs. We find suggestions which are helpful to us and we can sponsor new movements which will continue to hold the interest of our members."

The story of the clubs from their beginning may be found in this issue, but the most outstanding fact is that the club movement has not only continued through the years following its inception, but has been no small factor in keeping up the morale of the employees, uniting them in one common cause, and the worth of the clubs to the traffic department is an established fact.

The clubs have entered into the fall season with most ambitious programs on hand. Not only is the social side being taken care of (and this is of untold importance), but it is the goal of each president and member to increase the report of carloads, LCL shipments and passengers secured.

It is the hope of those who have compiled this issue that it will be received as a tribute to the efforts put forth by all in the interest of the movement, and that the material contained herein will be used in the exchange of ideas for club work.

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



# A Letter--and Its Far Reaching Effect

The Frisco Clubs are nearing the end of their sixth year of existence and achievement, and, as we approach the anniversary, we have decided to dedicate this issue of the *Frisco Magazine* to the members of those clubs who have so staunchly and loyally helped to carry on the battle on behalf of our railroad, against the opposing forces of depression and unfair competition.

Possibly some have forgotten when and how the Frisco Employee Clubs came into existence. Because that movement has been such an outstanding success, we are reprinting here a letter written by J. M. Kurn on January 27, 1927, and addressed to all Frisco Employees and Officials. The letter follows:

*"Having as we do on our rolls, close to 30,000 employes, and feeling that there should be a much closer contact as between us, wish to take you into my confidence to the extent of indicating that, while we have met with very satisfactory results in the operation of our property, there has been a noticeable let-up in traffic. For reasons of which am fully apprised, conditions in the territory as served by our property have contributed somewhat to a lessening of this traffic insofar as our proportion is concerned; but realizing that there is a tremendous strength, if wholeheartedly exerted, in an army of 30,000 employes, am personally appealing to each and every one of you to join with me and the officers of our company in an effort to materially increase our gross business. Every possible economy has been employed to produce net results and while I do not admit that further economies cannot be accomplished, do feel that the continued satisfactory operation of our properties can only be had by an extraordinary and continuous drive to increase our gross results. \* \* \* We are particularly anxious to have the very highest degree of salesmanship exerted in attracting business for our company and to that end, am soliciting expressions or suggestions as to ways and means to accomplish what inspires this message to you. If you have in your community, or if you know someone or some firm not doing business with your company, can you not exercise an influence which would result in securing the influence of the party who may be adverse to us and at the same time secure the business which he may have to offer for trans-*

*portation over our lines? If you learn or*

*know of anyone who is likely to take a trip, can you not use your personal influence to secure for our company the passenger business which might be involved? \* \* \* Am, through the persuasive channel, asking for your 100 per cent co-operation."*

In exactly 56 days after the issuance of the above letter, 34 Frisco Employees Clubs had sprung into existence in Frisco territory; a total of 6,227 employes had attended meetings of the new clubs, and a Speakers' Bureau had been formed.

In 1929 there were 54 active clubs on the system; in 1930 there were 53 active clubs; in 1931 there were 51 active clubs; 53 clubs in 1932 and 45 active clubs in 1933.

In explanation of the small number of clubs which have become inactive, this means that at least 25 of the original clubs have been forced to dispense with meetings, but new ones have taken their place, which makes the final total of nine inactive clubs since their beginning.

Considering the force reductions which have resulted from decreased traffic, due to the depression and unrestricted, unregulated, irresponsible and subsidized competition to which we have been subjected, it is a notable fact that but nine clubs have become inactive on the entire system since the beginning of the club movement. Most of these clubs have become inactive due to unavoidable force reductions.

The worth of the clubs to the traffic department may be summed up in the amount of business which they have secured, from January, 1929, to June, 1933, namely: 30,458 carloads, 37,832 LCL shipments and 21,949 passengers.

Through lean years and fat years there has been ever before them the faith which J. M. Kurn expressed in his letter to them of 1927, that he was counting on their complete 100 per cent cooperation! They have been sustained, encouraged, have made new friends and kept the old through the medium of the clubs, and with renewed vigor they are winding up the year of 1933 and making big plans for a "1929" year in 1934!

A brief story of each club, its accomplishments, its plans, follow—and each story is complete in itself.

M. C. M.

## The Continuance of the Club Movement Justifies Its Beginning

# Frisco Employees Honor Founder of Club Movement

By M. C. M.

**T**HE Frisco Railroad System is almost "over the hill". We have successfully weathered the storm of the depression. Traffic is picking up. The physical condition of the property is excellent and is improving daily and we all can look forward now to another period of advancement.

The accomplishments and achievements of the Frisco Railroad in the last 13 years would form the basis for an epic story of American railroad-ing. Beginning with the return of the railroads to private management in March, 1920, at the end of Federal Control, and in the midst of another great international depression, the Frisco has struggled through to a position of dominance throughout the territory it serves. No railroad in the Mississippi Valley, the southwest and the southeast enjoys a greater prestige than the Frisco system and all of this is due to the leadership of one man more than to any other single factor.

That man, of course, is James M. Kurn, who came to the property, March 1, 1918, when he was 50 years old, and through his vision and courage, and leadership, has built the system up to its present high position.

Mr. Kurn will celebrate another birthday on November 10th and it probably will be a surprise to many of the employees to know that he will soon be 63 years old, because most of them believe him to be as much younger as he looks.

Parenthetically the editor would like to suggest right here that every Frisco employe make Mr. Kurn a birthday present of an additional passenger secured that we would not otherwise have handled on our trains—or an additional shipment of freight obtained that we would not otherwise have transported. If every employe will do that and make a special memorandum of it, it will be the best birthday present that any executive of any great organization ever received.

But to get back to the story, which, after all, is about Mr. Kurn—it is entirely fitting that Frisco employees should honor their "Big Boss", because no organization in the industrial history of this country ever has had a finer leader.

James Malcolm Kurn was born in a room upstairs over the Grand Trunk Railroad Station at Mt. Clemons,

Mich., where his father occupied the position of agent. He was the seventh child of a family later to number twelve. His father had a telegraph extension into the living room and this youngster was brought up to the tune of dots and dashes and before he was seven years of age he could tap out: "Mamma, I want a piece of bread and butter with sugar".



J. M. KURN

As the children would gather at the table, or after the dinner hour and talk about what they wanted to be when they grew up, many were the vocations chosen by the others, but "little Jimmy", as he was called, never varied in his determination to be a railroader. Sometimes he wanted to be an engineer, sometimes a brakeman, but always a railroader.

And he showed this determination throughout his childhood days, preferring any time to sit on a truck on the station platform and watch the trains come and go, in preference to playing baseball or any of the sports enjoyed by his pals.

His father was transferred to West Branch, Mich., and young Jimmy secured his first job at the age of 13 years. He became Western Union messenger at the huge salary of \$5.00 a month. He finished his study of the Morse Code and when 14 years of age became night operator at West

## J. M. Kurn Celebrates Another Milestone On November 10th

Branch at \$30 a month. Soon after he was seized with a desire to travel and secured permission to go to Chicago, where he obtained a job with the Pekin & Southwestern road as night operator at Millsdale, Ill., at \$45 a month. The Santa Fe took over this railroad, and from that time on until he came to Frisco Lines his rise was rapid in the operating department of the Santa Fe Railroad.

He was an extra train dispatcher at the age of 22 years, and at the age of 27 was a full fledged train dispatcher. He then went from the position of trainmaster at Pueblo and Las Vegas, N. M., to superintendent at the latter place. This territory was known as the hardest on the line, and after five years of fighting wrecks, washouts, and the thousand and one things that beset a railroad in such territory, he became General Superintendent of the Santa Fe's Western Lines.

Then came the call from the east, to become president and general manager of the Detroit, Toledo & Ironton Railroad, which he accepted in 1914. It was after a most successful administration with that road, that he came to Frisco Lines on March 1, 1918, as first vice-president in charge of operations and construction. The offices of president and vice-presidents were abolished during Federal Control, and Mr. Kurn became general manager of the Frisco. When the roads went back to private ownership on March 1, 1920, E. N. Brown, who had been president, became Chairman of the Board and Mr. Kurn became President. By his fairness and justice, his deep understanding and his appreciation of a job well done, he has secured and maintained the love and devotion and loyalty of every employe on the Frisco System. Their problems are his, and his appreciation of their interest and wholehearted support of the club movement, urges them on to greater efforts and higher goals.

He is masterful in his dealings, yet the humblest employe who comes before him is the recipient of a word of encouragement and a sincere handshake.

He has been the power behind the  
(Now turn to Page 14, please)

## A Frisco Club Comes to the Rescue

Fairland, Okla., September 5, 1933.

EDITOR, FRISCO MAGAZINE,

St. Louis, Mo.

Unfortunately, not all of our stations on the railroad have a sufficient number of employees to properly maintain an Employees' Club or organization, and, necessarily, the employees located at these smaller stations must belong to the nearest Club.

This has been the lot of the writer, who, during the past several years has belonged to several Clubs, consequently the views herein expressed are from an employee who has not had the privilege of actually living in a town or city where Club headquarters were located and who must depend upon the proceedings of the Club meetings he has attended and upon the actual help given him by these Clubs, in order to form an idea of what the Clubs mean to the Company and to the employees.

My experiences as a small town agent and telegrapher have convinced me of the value of the Clubs, and that they are doing a wonderful work in assisting the agent with his solicitation, checking short hauls, helping the agent in securing routing orders and working, as they do, in close cooperation with the division freight and passenger agent's office.

In giving you just one of the many instances of the value of the Club, I have in mind a shipment of sash and doors, LCL, moving from a point on our line approximately fifty miles away.

I called upon the consignee of this shipment, asking for a routing order, so that we might protect the routing from the billing station. He advised, however, that he would route via truck line, inasmuch as their service was quicker and there would be no transfers enroute. My personal solicitation failing, I immediately handled with the nearest Club, and on the following morning the consignee received a nice letter from the Club president, actively soliciting routing on the shipment, giving a rather definite arrival time of the shipment and other information. We secured the business.

Without belittling my own efforts in this instance, I am sure that, had I not handled the matter with the Club, the shipment would have gone to the truck line. The revenue derived from this shipment was small, but the manner in which we handled has contributed considerably to the securing of other business from this consignee, and I do not hesitate in saying that I believe it was the Club letterhead, with its message of solicitation, that secured this business.

As in all organizations, we find traces of criticism of the purposes of the Clubs and their activities, and some hints that perhaps the Clubs are nothing but company unions.

These Club meetings, you will find, are devoted entirely to the purpose for which they were organized, primarily that of securing more business for our railroad and, incidentally, making our jobs safer and more of them, and after the business of the meeting is over you will find the members enjoying a social hour of entertainment and pleasure. You will find members of every organized craft on the railroad attending these meetings and engaged in the one common work, that of solicitation, advertising our railroad, and combating the unregulated truck.

(Signed)

C. B. SIMMONS.



# Accomplishments of the Employe Clubs

## Wichita, Kansas

The Frisco Employes' Air Capital Club has been active since its beginning, with ten meetings in 1932 and nine so far in 1933. The club



R. DINSMORE

has limited its activities to business meetings only, at which employes and guests are always welcome. In 1931 this club took an active part in forming the Wichita Ship-By-Rail Club which held public meet-

ings which were well attended, and caused much favorable comment. Members of this club also prepared special advertising, placing taxation, and other matters vital to the railroads, before the public in concise form. Members have been educated to observe and report any violations of the state bus and truck laws.

Merchants of Wichita respect the fine spirit of loyalty which prompts members of this club to solicit business for Frisco Lines and appreciates the fine service given them at this point. These employes watch closely for any delays in handling or delivering shipments and report same so that delays may be corrected. They also assist in tracing shipments and advising patrons of expected arrival of goods. The purchasing agent of one of the Frisco's largest shippers recently expressed his appreciation of the assistance given him by a member of this club.

Members find the club a convenient place to meet and exchange information and report matters of interest to each other and the club. The various crafts and lines of service have an opportunity to form a closer acquaintance, and this stimulates the team spirit, without which no organization can successfully function.

Members of this club plan to hold business meetings each month and to intensify their drive for more business, hoping to excel or equal their record of 1932. The intense desire to carry on for bigger and better business for Frisco Lines still lives, and this club continues to prosper.

During 1932 the club secured 81 carloads, 51 LCL shipments and 16 passengers. This year there have been

secured 51 carloads, 15 LCL shipments and three passengers. A pensioned clerk helped to secure the routing orders on which this club received over a dozen nice shipments from eastern points.

Ralph Dinsmore, chief clerk and cashier at the local office, is president.

## Amory, Miss.

There have been but one or two meetings of the members of the Amory, Miss., club since its beginning. Their method, found to be most satisfactory, is to convey messages to the members through bulletins, for the membership of this club is comprised of trainmen.

Each employe has appointed himself or herself a traffic solicitor, and each has been responsible for his or her share of the business in and out of Amory. This club takes an active part in community projects and occupies a valuable place in the list of active employe clubs.

J. C. Gravlee, conductor, is president.

## Okeene, Okla.

The club at Okeene, Okla., is a small one, and there are few meetings held. However, they have a most satisfactory manner of conveying information to their members, and each member of the club is working hard to advertise and solicit business for Frisco Lines.

They have held two meetings so far in 1933 and only three in 1932, but have accounted for five carloads, 12 LCL shipments and 8 passengers.

Wiley Stanley, section foreman, is president of the club.

## Cape Girardeau, Mo.

And along came the depression and the loss of traffic due to unregulated competition, and with subsequent force reduction left the membership of the club at Cape Girardeau with a small number.



C. G. MOEDER

But, undaunted, each member has been hard at work in the solicitation of business.

C. G. Moeder, yardmaster, recently secured 50 cars of freight for Frisco Lines, which

would not have been secured had he not been on the job as an employe solicitor. Revenue from this station has increased most appreciably, and members of this club have found they can carry on without a great many meetings.

During the first six months of 1933 members of this club secured 18 carloads, 53 LCL shipments and 15 passengers.

C. G. Moeder, yardmaster, is president of the club.

## Memphis, Tenn.

Through the past year there have been few big gatherings or meetings of the Frisco Employes' Club of Memphis, Tenn., but the greater traffic committee, within the organization, has been functioning most efficiently, and regularly.

This group meets during working hours to discuss the various problems confronting the solicitor and the shipper in Memphis. Tips are reported, letters are read, short hauls and rates are discussed, and through this traffic meeting, the employe members are enabled to know every situation which might arise which would enable them to secure or retain shipments.

This group secured (from January, 1932, to date) 59 carloads, 320 LCL shipments and 22 passengers.

Aside from the traffic committee which is purely business in its relations, the club has been the means of bringing the employes together at dances and golf tournaments and evening dinners. It has afforded an opportunity for all classes of employes to meet and become better acquainted, and the club has created a wonderful fellowship and kept alive the Frisco Employes' Club program.

Gordon Robertson, cashier local freight office, is president of the club.

## Joplin, Mo.

The Joplin Club has found a unique way of maintaining interest in its club for men members as well as its auxiliary. Its meetings are always held at night and preceded by a covered dish supper which is prepared by the ladies. The men then withdraw and have their business meeting and the ladies conduct the affairs of the auxiliary. At intervals the club and the auxiliary stage a dance, and this summer they invited clubs from adjoining towns to attend a picnic at Joplin.



The club is active in welcoming officials of new industries to Joplin, takes an active part in all community projects and its members are sponsoring an intensive solicitation campaign.

The club is now at work on an elaborate Christmas program to be presented in the Union Station at Joplin. Other like programs have included a Santa Claus, carol singers and a huge tree.

In the first six months of 1933 members of this club and the auxiliary secured 23 carloads, 906 LCL shipments and 21 passengers.

S. R. Landrum, warehouse foreman, is president of the club and Mrs. O. G. Moulton is president of the auxiliary.

### **Ft. Scott, Kans.**

The Frisco Employees' Club of Ft. Scott, Kans., held five meetings during the first six months of 1933, and through the activity of the members, 22 cars of freight and 16 passengers were secured. Some of these meetings were purely business and others were given over entirely to a social evening. The social events included a dance, a musical, a social entertainment and a picnic.



E. P. KNOX

Ft. Scott merchants are giving their support to all social activities and co-operating in every way to favor the Frisco with their business, fully realizing the worth of the Frisco to that city.

Members feel free to express their opinion and make suggestions as to methods and ways of increasing business at each of the meetings and good fellowship is developed and maintained, and several social entertainments are being planned for the coming season.

E. P. Knox, clerk, is president of the club.

### **St. Louis Girls' Club**

The St. Louis Girls' Club has never missed having a monthly luncheon since 1927. This with the exception of the monthly luncheon called on the date of the death of F. W. Young, paymaster. While the luncheon was planned and arranged for, it was called off in tribute to Mr. Young's loyalty to the club. This record clearly shows the interest maintained in the club, and it may be further added that approximately 75 have attended

the luncheons each month, out of a total of 150 girls employed in the St. Louis general office building.

The members of this club feel that there are two records of which they may be proud. One is the mystery excursion, given in 1932, which brought to the company a total of \$730.00, and the second their Christmas program. Baskets are packed each year for needy folks of St. Louis and distributed by the girls. Plans include an elaborate program for 1933.

On October 1 each and every girl in the club was asked to sign the following pledge:

"I promise to earnestly solicit carload, LCL and passenger business for my road. I want to be signed up as an employee solicitor and at the end of October, I will make a report of what I have been able to accomplish."

This pledge was meant to inspire the girls to greater efforts in their solicitation work, even though it is more difficult to solicit in a city. Ten days after these pledges were signed, three carloads of business were secured, two to California and one, Tulsa to St. Louis and return. During the first six months of 1933, members of this club secured ten cars of freight and twenty passengers.

Martha Moore, associate editor of the Magazine, is president.

### **Frisco Colored Employees' Clubs BIRMINGHAM, ALA.**

The Colored Club, of Birmingham, Ala., has been actively engaged in solicitation work and in giving social affairs. One of the most interesting of these was a third anniversary celebration, staged at the St. Paul A. M. E. Church. The program consisted of music and addresses.

This club sponsored an all-day picnic, Birmingham to Cordova, Ala., on July 19, and members of the club sold \$62.80 worth of tickets.

Steve Robinson is president of the club.

### **ST. LOUIS, MO.**

Members of the Colored Club of St. Louis, Mo., hold a meeting at the Tower Grove Station monthly, and often, following the business session, there is a short program of entertainment. Members of this club have been active in soliciting freight and passenger business, and Willie Robinson, secretary of the club, secures not less than two passengers a month to various points on the Frisco. They have secured some LCL shipments and are earnestly at work to secure carload business.

Thomas Henry, employed in the coach yard at St. Louis, is president.

### **Oklahoma City, Okla.**

By M. W. BELL, President

With the fall season getting under way this club looks back with some



M. W. BELL

pride and forward with considerable anticipation as to the good we can accomplish.

During the first part of this year we had as our guests several outstanding speakers and, also, representatives of large shippers were invited to address

the business meetings. We have now started a campaign of activity, soliciting direct to shippers by mail, as well as personal calls and our manner of approach has been approved by our general offices.

The business meetings of this organization are becoming of utmost importance wherein all are taking part. We hold meetings regularly once a month, after which a dance follows, which is thrown open to the public. This has been our program for several years until now the Frisco Employees' Club dance is well established with an average attendance of 400.

It is difficult to state which is the most outstanding program this year. Each meeting is different. Our last meeting took the form of a free discussion among all present along the lines of how the club could best solicit business. A definite program, in line with the thoughts expressed, was set out. This program resulted in letters to particular firms and the contents of these letters brought favorable comment from our management. Evidence of favorable reaction to them can already be seen. The follow-up program has been established with the traffic department, which should have favorable results.

Our monthly dances are regularly attended by numerous shippers and we expect to make these social evenings better each month. On the whole, we feel that the benefit to the railroad of the Frisco Employees' Club at Oklahoma City is becoming more clearly recognized each month.

Members of this club were responsible for 48 carloads and 39 LCL shipments during the first six months of 1933.

**Monett, Mo.**

By C. J. KUNZ, President

The Frisco Employees' Club of Monett have had seventeen business and social meetings during the past two years and the opinion is prevalent that in addition to the interest manifested by its members in matters of traffic solicitation, that our organization has done much toward creating a kinder feeling and cooperative spirit among themselves and have strengthened their fidelity toward the Frisco Railroad.



C. J. KUNZ

It has been our purpose to endeavor to instill upon the minds of each and every employe that their individual help and cooperation in traffic matters are just as essential and important to the Frisco, as the man that is assigned to deal with such problems in their entirety.

In this respect we don't feel that such efforts have gone for naught, for during these two years, from the traffic tips and other information given by them, has enabled us to secure 73 carloads, 142 less carload shipments and 118 passengers, which may have possibly been diverted through other channels, had not this advance information been furnished.

This club has had several business and social meetings and programs with the citizens of Monett and vicinity, which were both educational and entertaining, and have had a tendency to increase the interest of those present in traffic solicitation and other railroad problems, strengthen their faith in their co-workers and their loyalty to their employer. It is noted that the reaction of the merchant is usually the same for W. A. Lassiter, Monett merchant, says:

"The Frisco Club brings superintendents, foremen and employes together in a friendly get-together meeting, where plans are made for 'More Business', which, I think, is the local password of the club and it is not a secret one. I have observed their activities in soliciting and know that their efforts have been successful. This is not only a boost for the Frisco, but it boosts Monett, the merchants and the surrounding country. I am for the club."

One of the most outstanding meetings and programs given this year was held at the Park Casino on the night of March 27.

R. M. Callaway, pioneer merchant

of Monett, said, "That meeting was one of the greatest demonstrations of its kind that I have ever attended", he further states: "We all know that clubs and civic organizations cooperate together for mutual benefit. My honest judgment is that the Frisco Employees' Club has been a great benefit to the Frisco and very helpful to the business interests of this city. It takes 'team work' to put over anything worthwhile today and I believe that they have plenty of that".

Some of the outstanding work of the club was to pass resolutions to Congress, then in session, to take some favorable action toward relieving the railroads of their distressing plight with such unfair competition. Petitions were signed by some four hundred employes of Monett to our last State General Assembly, asking them to hold intact the present regulatory laws affecting truck and bus traffic in the State of Missouri. Our club purchased a membership in the Monett Commercial Club with the view of co-operating with them in promoting the welfare of Monett and its citizens, who are often referred to as the most loyal Frisco patrons along its entire line.

A recent enumeration of the Frisco employes was undertaken by the club, which resulted in a tabulation of 477 regular and extra employes, together with 1,798 dependents, residing in Monett.

The future plans of the club are similar to the program which has been followed the past two years.

**Jermyn, Texas**

The Frisco Employees' Club of Jermyn, Texas, have had difficulty in holding regularly monthly meetings, but they report several with approximately 70 members in attendance.

Meetings were discontinued for the summer months, and while they may not be held at regular intervals in the future, the employe-solicitation program is going on with enthusiasm. Since the club was organized in April, 1932, they have turned in 362 freight traffic tips and 15 passenger traffic tips, and while no accurate record has been kept of the actual business secured, the work of these members has increased the revenue at this point.

They plan to enter the fall and winter with an intensive soliciting program and in this the president of the club, F. J. Wieman, will have the complete cooperation of each and every member.

**Sherman, Texas**

The Frisco Employees' Club of Sherman, Tex., held 12 meetings during 1932, and four so far this year, with a total attendance at all meetings of 1,042.



C. V. MONTGOMERY

A number of meetings of importance have been held, one an informal reception for C. J. Stephenson, vice-president and general superintendent with 125 in attendance, including several business men, with the program furnished by the colored employes; two joint meetings with members of the Industrial Employees' Club and several other meetings which attracted from 100 to 250 employes.

The most outstanding work that the club has done has been the building of a better understanding between the Frisco Railway, its employes and the shippers and citizens of Sherman and vicinity. For instance the Industrial Employees' Club was formed under the guidance of the Chamber of Commerce and the Frisco Club of Sherman was used as a pattern for its formation. The Frisco Club took up a donation of \$50.00 for membership in the Chamber of Commerce, which did much to show the shippers and business men of Sherman that the employes of the Frisco wanted to cooperate with them in anything toward the betterment of the city and railway. Members of this club also furnished a ten minute entertainment feature in a city-wide club program sponsored by the Rotary Club with an estimated attendance of 2,500 people. Scenery showing the rear end of a Frisco passenger train, with electric train marker, lights, etc., was used and the Pullman porters quartette furnished music. The members feel that they have made good friends of the merchants in town and are endeavoring to strengthen that friendship as much as possible by personal contact.

Members of this club secured 243 carloads of freight, 12 LCL shipments and 13 passengers in 1932; 223 carloads, 3 LCL shipments and 8 passengers in 1933.

C. V. Montgomery, general foreman, store department, is president of the club.



## 1933—Important Conventions—1934

Below is a list of important conventions which will be held during 1933 and 1934.

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.

American Society of Orthodontists.....Oklahoma City.....Nov. 8-10  
American Royal Live Stock Show.....Kansas City, Mo.....Nov. 11-18

### 1934 MEETINGS

National Shoe Retailers Assn.....St. Louis, Mo.....Jan. 7-10  
Western Fruit Jobbers Assn.....San Antonio, Tex.....Jan. 16-19  
Nat'l Educational Assn.,  
Dept. of Superintendence.....Cleveland, Ohio.....Feb. 24  
Shrine Directors Association.....San Antonio.....March 7-9  
Northern Baptist Convention.....Rochester, N. Y.....2nd Wk. May  
Natural Gasoline Assn. of America.....Tulsa, Okla.....May  
Gen. Federation Women's Clubs.....Hot Springs, Ark.....May 21-24  
Kiwanis International.....Toronto, Ont.....June  
American Institute of Banking.....Washington, D. C.....June 11-14  
U. S. Junior Chamber of Commerce.....Miami, Fla.....June  
American Medical Association.....Cleveland O.....June  
National Education Association.....Washington, D. C.....June 30-July 6  
B. Y. P. U. of America.....Pittsburgh, Pa.....July 4-8  
Lions Clubs International.....Grand Rapids, Mich.....July  
International Walther League.....Omaha, Nebr.....July  
Civitan International.....Toronto, Ont.....June  
M. O. V. P. E. R. (Grotto).....Atlantic City.....June 26-28  
Shrine (A. A. O. N. M. S.).....Minneapolis, Minn.....June 19-21  
B. P. O. E. (Elks) Grand Lodge.....Kansas City, Mo.....July 15  
United Spanish War Veterans.....Pittsburgh, Pa.....August  
Nat'l Baptist Convention (Colored).....Oklahoma City, Okla.....Sept. 6  
American Legion.....Miami, Fla.....Sept-Oct.

### Lebanon, Mo.

Members of the Frisco Employees' Club of Lebanon, Mo., have taken into its membership, employes from Phillipsburg, Sleeper, Northview, Strafford, Stoutland and Conway. It is difficult for these employes to get together often, but on February 20 there were forty members in attendance from these various towns and they had a rousing good meeting.

Taking the solicitation efforts of members of this club from the various towns into consideration, this club reported 414 carloads of freight secured in the first six months of 1933 and 268 tons of LCL shipments.

T. G. Hart, agent at Lebanon, is president of the club.

### Dacoma, Okla.

The Dacoma, Okla., club is an example for any club, whose members feel that the conditions surrounding their club activities are anything but conducive to "getting the crowd together".

Members of this club have been unable to hold any meetings during 1933, due to inadequate train service and a

number of trains having been taken off; however, J. J. Hood, president of the Dacoma Club, keeps after the agents in the towns between Enid and Avarad. He sends them information and encouraging letters and they report the outcome of their solicitation efforts to him. The result of the business secured in this manner, this year, totals, 30 carloads, 120 LCL shipments and 6 passengers.

Inadequate train service, reduced force and no meetings have never dampened the spirit of cooperation of these loyal employes.

J. J. Hood, agent, is president of the club.

### Eagle City, Okla., and Willow Springs, Mo.

The employe clubs, located in the towns of Eagle City, Okla., and Willow Springs, Mo., while active in the program of solicitation, do not have regular meetings. Each club president has reported business secured by the members and each president is directing the fall work of his club. The president of the Chaffee Club was recently transferred to Kennett, but is at this time arranging to see that a

new president is elected to carry on the work.

W. J. Ferguson will serve as president of the Chaffee Club, even though transferred, until his successor is chosen. A. E. Loven, cashier, is president of the Willow Springs Club.

### Thomas, Okla.

There are only five employes at Thomas, Okla., but they are all wide awake and on the job to capture all business possible for Frisco Lines. There is a cotton gin at Thomas, and a year ago all cotton seed was trucked out, but the Frisco got every bale of cotton shipped out this year, as well as all the cotton seed. A new grain elevator is being erected and these energetic employes secured a car of cement and a car of lumber, and another car of lumber is on the way. This business was secured in the face of some keen competition.

A. L. Dobbs, section foreman, is president.

### Tulsa, Okla.

After a sojourn during the hot summer months, members of Frisco Employes' Club of Tulsa have resumed their regular meetings.

There is a fair percentage of attendance at strictly business meetings, and a very good attendance at all social gatherings. Every employe in Tulsa is loyal to the club and has a very high regard for that which it represents, which can be well judged by their splendid cooperation.

Among the big social events which drew the attention of the guests and merchants alike were: dance at the Plamore, attended by 400 couples, held during February, 1933. The large attendance of prominent industrial traffic managers and members of their staff at this affair enabled the employes to make new acquaintances and helped to bring about a feeling of neighborly good fellowship, which has far reaching effects.

At Christmas time the club staged a dance and the admission price was "canned food and other foodstuff", which was used for distribution among the needy of Tulsa. Over two truck loads of substantial food were secured through this dance. A similar program is being planned for this year. The first dance of the fall season was staged on October 26.

This club has made itself known in business circles of Tulsa, and officers and members of the club are accorded every courtesy and cooperation whenever they call on a merchant or an industry. Their fall and winter program will be a full one.

J. C. Burnett, engineer at Tulsa, is president of the club.



### Springfield Men's Club

By J. E. POTTS, President

I am very glad to know that a number of the Magazine is being devoted to the Frisco Employee Clubs, and I wish to give you a short resume of our activities during the year.

Through the efforts of our Employees' Club of Springfield we have secured, during the first nine months of 1933, 516 carloads, 1,303 LCL and 139 passengers actually secured, in addition to a large number of prospective tips turned in. Below is a resume of the activities of our Club for the year 1933 to date:

In January a dinner meeting was held at our Frisco Eating House, attended by 310 members and guests. At this meeting we had as our principal speaker S. S. Butler, general traffic manager. His address was broadcast over KGBX, our local radio station, by remote control arranged entirely by our Men's Club. We also had as our guest H. L. Worman, chief operating officer, of St. Louis, and all of our local officers, including the general manager and superintendent motive power. We also had as our guests, the officers of the Springfield Retail Merchants Association and officers of the Springfield Manufacturers and Jobbers Association.

During March, we sponsored a St. Patrick's Spring Festival at the Shrine Mosque. At this meeting we had approximately 4,500 in attendance, having invited the various merchants, manufacturers, employees and families to attend as our guests.

During April we had a dinner meeting at our Springfield Country Club, having around 300 in attendance. At this meeting we were addressed by the Hon. Robert J. Smith, Judge of the Springfield Court of Appeals. We had as our guests a number of our general officers, among them B. T. Wood, E. H. Bunnell, W. S. Merchant and H. Skinker. Also practically all of our local officers. We also had as our guests the Mayor of Springfield and his entire official family, also all of our county officers, including judges of the circuit courts, sheriff, prosecuting attorney and various circuit and county clerks, assessors, etc.

During June we had a barbecue picnic entertainment at Doling Park, one of the largest amusement parks of the city. We had as our guests families of our members; about 800 were in attendance. A full barbecue supper and refreshments were provided. Numerous athletic events were held and valuable and useful prizes were given by the club to the winners of the various events. Addi-

tionally we had a ball game between two Frisco teams. Practically one full page of our leading Springfield paper was devoted to this barbecue, they having sent official photographers to take pictures of the various winners of the athletic events, etc., which gave the Frisco Railway a great deal of publicity.

In September we had a dinner meeting at the Ontra Restaurant, attended by 260 members, at which time we were addressed by the Rev. G. Bryant Drake, on the subject "Romance of the Rails".

The officers of the Springfield Men's Club, early in the year, reached the conclusion that more good could be obtained by bringing our members together with dinner meetings and various entertainments than could be had by holding monthly business meetings where only a few members would attend. We have built up a wonderfully good fellowship spirit amongst our members, and a desire to put forth our best efforts for our railroad that lends such hearty support to employee activities.

Might also mention that during May we sponsored a Minstrel Show at one of our church auditoriums, where a small admission was charged. The proceeds were used in the purchasing of uniforms and equipment for our Frisco employees' ball team, which has been a member this season of the Greene-Christian County League, which has provided wholesome outdoor entertainment throughout the summer season for our club members and friends.

Through the advertisements we obtained from our Frisco ball team brought us recognition from our Springfield Cardinal ball team of the Western League (member St. Louis Cardinal chain), they designating their night game, August 24, as Frisco Men's Club Night. Our Frisco employees were furnished tickets at a small admission price. We had 10,500 in attendance at this ball game. The Springfield Boy Scouts Band, the largest in the world, played a forty minute concert prior to the game, which was dedicated to the Frisco Men's Club of Springfield.

Our plans for next year are in the making, and our members can look forward to a year jam full of activities.

### Springfield Girls' Club

The outstanding program, sponsored by the Springfield Girls' Club, was Springfield Day, when the Frisco girls cooperated with the merchants, advertising the special day throughout

the territory and 25,000 people swarmed the streets of Springfield on May 14, 1932. Several drum corps drills were presented through this club and members of this club received due credit for their efforts. A charity carnival given by the club later, netted them \$1,245.75, and with this fund the club members were able to do some outstanding work.

Members of this club are asked to partake in all civic affairs and have established their prominence in the city.

For the period, January 1, 1932, to October, 1933, the members secured a total of 503 carloads of freight, 1,755 LCL shipments and 64 passengers.

Selma Hoffman, telephone supervisor, was president of the club until October 18, when her successor, Loretta Henry, secretary in the office of the general claim agent, was elected for the forthcoming year.

### Ft. Smith, Ark.

The Frisco Employees' Club of Ft. Smith, Ark., has held meetings regularly during 1933 with the excep-

tion of August and September, when the hot weather cut the attendance. The business men of Ft. Smith have been guests at many meetings of this club, and the largest affair given was a dance at the Country Club.



C. H. DAVENPORT

There is a splendid feeling between employees and merchants of Ft. Smith, and they are always given a hearty welcome when they attend an affair of the club.

During 1932 this club secured 29 carloads of freight, 27 LCL shipments and 14 passengers. So far this year they have secured 14 cars, 29 LCL shipments and 8 passengers.

C. H. Davenport, cashier and president of the club, feels that with improved business conditions the club will show a large improvement, both in membership and in the amount of business secured.

### Newburg, Mo.

By C. E. SCOTT, President

Newburg Frisco Club is now a little over two years old. We count as our members every employe working here in all departments, also those working in and out of here on the road.

We have never had any dues, and when necessary to have a little cash we let it be known among the members and the necessary money always comes; however, we operate as a social organization and need little cash.

We have a nice club room over the yard office, which is steam heated and well lighted. We hold regular meetings on the first Monday night of each month, except during the hot summer months.

Our merchants seem to think well of our meetings, and tell us our service is OK, and do give us the greater portion of their business.

Our attendance, as a whole, is very good, considering two shifts of the men work through the late afternoon and night, making it impossible for them to attend regularly.

As stated above, we feel we can do more good as a social organization, having programs and inviting in special speakers from time to time, thus maintaining a friendly spirit with our merchants, and will continue along this line doing our very best to do everything we can to get and hold business for the railroad which employs us.

Believe our outstanding meeting was one held last year, when Frisco Girls' Club of Springfield came up and put on a fine program for us. There were several hundred from Springfield, St. Louis, Lebanon, Rolla and other towns along the line here at that meeting, and all that could get in the largest hall we could secure of our own people, in fact had to turn away many people.

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

By **TOM KEHOE**, Secretary

The Sunnyland Club of Kansas City, although not quite as active as might



W. ABERCROMBIE

have been possible, has still, we feel, been altogether successful in keeping up the morale of the members and has continued to be an inspiration for securing traffic tips, and we are sure that every member has been on the lookout for every ounce of new business possible.

With business in every line looking up, and every hope for the future bright and encouraging, we are planning to enliven our drive for continued increase in business, by promoting

contests among members and encouraging other competitive events which will fan into flame every spark of interest for securing new business, and by exerting every effort to satisfy our customers, continue to hold all business secured.

The past social season has afforded many opportunities for getting acquainted with the families and friends of club members, and many delightful evenings have been spent together. The season-ticket system, inaugurated at the beginning of the season, proved to be very satisfactory from every standpoint. It not only facilitated the handling of financial matters, but assured the success of every event, because, knowing beforehand just the amount that could be depended upon, no event was ever a drain on the resources of the club.

The \$2.00 season tickets that were distributed at the opening of the season, admitted one couple to every affair, and were guaranteed to include not less than six social events during the season. The tickets were, therefore, more economical for the purchaser, and proved to be a much more satisfactory method of handling the affairs for the entertainment committee.

Several interesting social events are being planned for the coming winter, and all members of the Sunnyland Club are eagerly looking forward to many more happy evenings to be spent in company with other club members, their families and friends.

During the first six months of 1933, members of this club secured 75 carloads of freight, 280 LCL shipments and 14 passengers. Willard Abercrombie, machinist at Kansas City, is president of the club.

### **St. Louis Men's Club**

By **C. A. PRATTE**, President

The St. Louis Frisco Men's Club was organized and held its first luncheon on December 5, 1927, at the Missouri Hotel Auditorium. It was the occasion for an enthusiastic gathering of 400 Frisco employees, assembled for the purpose of bringing about the united cooperation of all employees in the solicitation of freight and passenger traffic, and generally in the protection of all the interests of the Frisco System—The Great Pioneer of the Southwest.

At the conclusion of the first session of the new club, a telegram was forwarded to President J. M. Kurn, then enroute to New York, pledging the support of the club in all matters for the good of the Frisco system.

The activities of the club, during the six years of its existence, in the interest of the Frisco system, were many and varied; one of them being the petitioning of Congress for the retention of the Pullman surcharge, the reaction in this matter being very favorable. Another outlet for activity in legislative matters, both state and national, was found in connection with taxation and the regulation of buses and trucks, along with others of importance to the welfare of railroads generally.

From the day of its inception, this club found its way into the limelight among the business leaders, shippers and friends in the great metropolitan area of St. Louis, and it has enjoyed as enthusiastic guests and speakers, at various luncheons, men of city, state and national reputation, as well as outstanding business men and executives of St. Louis, whose words of commendation are cherished by the members.

As to solicitation of freight and passenger business for our railroad, records indicate the membership of this club has accomplished some very commendable results. However, with business increasing at the present time, the club is arranging to put forth more strenuous efforts toward having all members realize that now is the opportune time to display individual effort to increase our freight and passenger traffic.

The members realize, too, more than ever before, that this organization is the means of effecting a closer contact among employees, to the end that the aims and objects of the club may be better fulfilled; and this realization is being clearly demonstrated by the increase in membership so noticeable during the current year.

A varied program of activities is being arranged for the remainder of 1933, which will stimulate even more interest among club members, so that this club may be expected to show in the future even greater accomplishments than in the past.

### **St. Louis Terminals**

The St. Louis Terminals Club has not held regular meetings for the last few months, but the solicitation work of the employees has been outstanding.

In the first six months of 1933 this club secured 361 carloads of freight, 97 LCL shipments and 134 passengers. They plan to resume meetings again in November and in the schedule of fall and winter events are several big social affairs.

John Daniels, Chauffeur for Frisco Lines, is president.



### The Fort Worth Club

By A. T. TODD, President

The book before me defines the word CLUB as (1) a cudgel; (2) to beat; (3) to unite. My experience with the employees' club teaches me that most of us accept the first definition of the word; a scattering few glance at the second, and practically none consider the third, if it is known.



There is an article in the 'By-Laws of the Fort Worth Club' that explains its purpose. It is two-fold: First, to promote social gatherings of the employees; second, to encourage and supervise employees' solicitation of business through the medium of traffic tips.

The possibilities and accomplishments of a club with a fixed purpose in view, such as ours, are really unlimited, provided we could encourage and direct the interest properly. The club means to its members just what the members mean to the club. One of the principal things your club should mean to you is, that it is a combination of all employees unified in an effort to aid, assist and support any legitimate SHIP BY RAIL movement. As you have to put money in the bank to be able to draw it out, so do you have to put something into your club to draw dividends. It is as mutual, as reciprocal as it is possible for an organization of its nature to be.

For the first eight months of 1933 the Frisco Employees' Club of Fort Worth has a record of securing 25 carloads; 6 LCLs and 46 passengers. Comparing these figures with 1932, there is a loss of almost 50 carloads and 23 LCLs, but a gain of 16 passengers. This decline in carloads and LCLs is not all due to stagnant business conditions. Neither is it entirely due to a let-down on the part of the employees in their solicitation efforts. Three cases have come to my observation where solicitations were made by employees, but for vague and sundry reasons, the club was not advised.

A short time ago it was noticed in an Associated Press item, the president of one of our competitive lines, in his report to the directors stated the increase in business on their line, in his opinion, was due almost entirely to the personal solicitation of traffic by the employees.

After reading this article, I was secretly thrilled that my endeavors have been to forward Frisco improvement. As a parting shot, it would be well for all of us to remember a phrase from that memorable inaugural address of President Franklin D. Roosevelt: "Without cooperation, leadership is futile."

### The Ladies' Auxiliaries

#### TULSA, OKLA.

The Ladies' Auxiliary, of Tulsa, Okla., has been functioning regularly since it was organized, keeping its members busy and interested with luncheons, bridge parties, etc. Each year they have sponsored a big Christmas party, and this year's affair promises to eclipse all others. One outstanding social affair of the season was a tacky party, and still another was a covered dish dinner, at which they entertained the Men's Club.

J. C. Burnett, president of the Men's Club, is loud in his praise of the efforts of this club to make the Tulsa Club 100 per cent efficient. Mrs. R. S. Norman is president of the auxiliary.

#### KANSAS CITY, MO.

The Ladies' Auxiliary to the Frisco Sunnyland Club, of Kansas City, Mo., meets on the First Tuesday of each month, and the average attendance is 45 members. This club has missed having only two meetings during 1933.



MRS. HIGHFILL

so that each one will become better acquainted. Members of this club always send flowers or cards in case of sickness or death in the families of the members.

This club follows the business meeting each month with a card party, and prizes are furnished for high scores. Hostesses are appointed each month and each one is expected to bring at least four guests. One hostess recently brought twenty guests, and as the guests are not all from the Frisco family, the club is enabled to do some splendid outside advertising and contact work.

Night parties are given at least twice a year, which enables the husbands of the members to attend. There were approximately 150 pres-

ent at the card party given by this club on October 16.

Mrs. George M. Highfill, wife of engineer at Kansas City, is president of the club.

#### JOPLIN, MO.

The Auxiliary at Joplin does much to help keep the club members interested and on hand at every meet-



MRS. MOULT

They serve a covered dish luncheon prior to the meeting each month, then the ladies and men withdraw to their separate meetings.

They interest themselves in selling tickets for special events, help to plan and put over the big Christmas program given in the Union Station at Joplin, and are working hand in hand with the Men's Club.

Mrs. O. G. Moulton is president of the club.

#### SPRINGFIELD, MO.

Another auxiliary which is most active is located at Springfield, Mo., and is known as the Auxiliary to the Frisco Association of Metal Crafts and Car Department Employees of Local No. 1. It has a membership of 60 or 70, and meetings of this club are held at the same time as the men's local. At this time officers of this auxiliary are planning a series of entertainments and the attendance at meetings of this club is most satisfactory.

Mrs. Alma White is president of the club. Within this auxiliary is a second club, known as the Bluebonnet Sewing Club, with a membership of 15 women. Mrs. Ural Atwell is president of the latter club.

#### Neodesha, Kans.

The Frisco Employees' Club of Neodesha, Kans., does not hold regular meetings, although meetings were held the first four months of this year. They were mostly business ones, with local conditions discussed and suggestions for securing more business outlined. O. C. Miller, agent at Neodesha, makes a report of business secured at each meeting and H. E. Morris, and other officials at Wichita support the club 100 per cent with their attendance and suggestions.

During 1932 this club secured 64 carloads of freight and 17 LCL shipments, and in the first six months of 1933 secured 60 carloads, 30 LCL shipments and 10 passengers.



H. F. Lee, operator, is president of the club.

### *Afton, Okla.*

The Frisco Employees' Club of Afton, Okla., held 23 meetings during 1932, but only four so far this year. Their president, W. M. Estus, was transferred to another point and is now back again and the club is functioning in a big way. A meeting held on February 12 was attended by 400 employees, merchants and members of the State Highway Department. Another meeting was held later where more than 350 people were present.

Following the organization of the club in 1931 and after a vigorous solicitation campaign, the revenue from that station jumped over \$10,000 in three months, this after the employees started their solicitation work. The business men of Afton state that the club not only helps the railroad from a standpoint of revenue, but that it has increased their sales.

During 1932 the club members secured 215 passengers, 91 carloads of freight and 290 LCL shipments. During January and February, 1933, the club members secured business amounting to revenue to Frisco Lines of \$3,522.66. Regular meetings are planned for all future months.

W. M. Estus, of the telegraph department, is president of the club.

### FOR SPECIAL MENTION

Space prohibits a detailed account of the entire forty-five clubs. However we wish to mention and commend the following clubs for their intensive solicitation campaign, their splendid social events and their worthwhile business meetings.

The Latham, Kansas, Club takes into its membership, employees from Arkansas City, Kans., and while they do not meet often, they work effectively. C. H. Cowles, agent at Latham, is president. The Clinton, Mo., Club holds its business meetings regularly on the third Sunday in each month. While small, this group of employees have done most effective work. C. K. Morrison, conductor is president. The Hayti Club is sponsoring a fine program and has close contact with the merchants of that city. Ira Capshaw, brakeman is president. Members of the Mountain Park, Okla., Club are on the job all the time, and getting results. J. C. Clevenger, section foreman, is president. The Thayer, Mo., Club holds meetings regularly and took a booth at the Oregon County Fair, thus advertising Frisco Lines. They let but little business get away from them. S. G.

Skaggs, roundhouse clerk, is president. The Sapulpa, Okla., Club does not hold regular meetings, but the members are hard at work on an extensive solicitation and social program. Frank Campbell is president. The Pensacola, Fla., Club has had several social events, but has not yet started its fall program. They find it hard to get the employees together for business meetings, but report that each member is doing his or her part in the solicitation of business. G. H. Payne is president of the club. The Memphis Sub Employees' Club takes in the employees from Black Rock, Ark.; Portia, Ark., and Jonesboro, Ark., and the clubs get together at intervals and give affairs of public interest, having as many as 350 and 400 at one meeting. W. K. James, of Black Rock, is president of the club. The employees at Dora do not hold meetings and never did. Their program is purely an employee solicitation program with N. R. Chamblee, engineer, directing their efforts.

### TAXPAYERS' ASSOCIATIONS

Groups known as the Railway Employees and Taxpayers' Associations have been formed at various points on the Frisco, for the purpose of organizing the railway employees and express agents into a group which will have for its purpose the betterment of conditions for the railroads and their employees, and to secure the enactment of legislation placing bus and truck operations under more rigid restrictions.

The largest organizations in this group on the Frisco are located at St. Louis, Mo.; Miami, Okla.; Oklahoma City, Okla., and Ft. Worth, Tex.

The group at St. Louis held their first meeting August 1, 1932, with representatives from practically every railroad and industry present. Approximately 500 were present at a later meeting. Its membership now totals 80,000 in Missouri alone and the work of the Missouri Railroad Employees and Taxpayers' Association is duplicated by associations of its kind in some 35 states, the activities of which are coordinated by a National Advisory Council composed of six members, the 48 states being divided into three groups—Eastern, Western and Southern. There are twenty-one county units in Missouri and E. L. Worley is president of the St. Louis Association.

M. E. Walsh, former president of the Miami, Okla., association has been

transferred to Birmingham and a new president is soon to be elected.

Frank Kesler is president of the Oklahoma City association which has approximately 16,000 members, and the same number of petitions were addressed to both the state legislators as well as federal legislators concerning the operation of buses and trucks. Plans are being made to carry on a fall program.

The Ft. Worth association had Ben B. Lewis for its president during 1932 and did some effective work in perfecting the organization and in working in the interest of seeing that the employees and taxpayers alike were advised of legislation which affected transportation. This association sought to better, in every way, the conditions affecting the railroads and their employees.

J. F. Green, agent for the Texas & Pacific Railway at Ft. Worth, is state president of the association.

### NEWS IN SHORT HAULS

One hundred physicians from over the Frisco system attended the 32nd annual session of the Frisco System Medical Association at Hotel President, Kansas City, on October 2nd. Dr. Jabez N. Jackson, city health director of Kansas City, and president of the association, presided. Dr. Ellsworth Smith, Consulting Internist of St. Louis, was elected president for the coming year, and Dr. Robert Vineyard, of Springfield, was re-elected secretary. A number of interesting addresses were made by physicians from the Frisco's nine-state territory.

R. E. Lee Wilson, one of the world's largest cotton planters, and founder and owner of the town of Wilson, Ark., died from a cancer ailment in a Memphis hospital, September 27. Mr. Wilson was a powerful figure in Arkansas politics. His farming operations covered 40,000 acres of southland, and he owned a pedigreed cotton seed farm, where a special "Wilson type" of big boll cotton was bred. During 1928 he shipped the largest single order of pedigreed cotton seed ever sold in the south—a trainload of 25 cars of the big boll variety. He was formerly a director of Frisco Lines.

J. E. Hutchison, retired vice-president in charge of operations and after his retirement a special representative to the president, is again "in

harness" and was honored with a position he is well qualified to fill, that of Federal Railroad Co-ordinator for the Pacific Coast. His new territory will include Washington, Oregon, California, Idaho, Nevada and Arizona. His headquarters will be in San Francisco. He came with Frisco Lines as assistant superintendent at Sapulpa in 1903 and was retired January 1, 1931.

The Welcome Inn's Rodeo, staged in St. Louis, Mo., during the latter part of September, brought to St. Louis, via Frisco Lines, some of the Frisco's good friends and patrons from Texas. Hub Whiteman, 25-year-old cowboy, from Clarksville, Tex., was selected as the All-American Cowboy, the highest honor of the world series stampede. Rose Davis, of Ft. Worth, Tex., figured prominently in the events for cowgirls.

For the information of employe solicitors, a new statement of taxes recently compiled shows that the total taxes paid by the railroads in all states for one year amounted to \$323,590,571.00. Schools received 45.8 per cent; highways, 13.9 per cent and 40.3 per cent went for other purposes. Just what would the schools do, or how would they exist without the railroad tax?

### IN APPRECIATION

From the Oklahoma National Stock Yards Co., Oklahoma City, Okla., to W. L. Huggins, Jr., traffic manager:

"I wish to express to you my appreciation of the cooperation received from you and your railroad in moving the train of hogs from Lawton to Oklahoma City. According to our record the loading was completed around 10:00 a. m. and the movement to Oklahoma City was accomplished before 2:00 p. m., the hogs being unloaded and in our sheds before 3:00 p. m.

"I would thank you to convey my feelings, as expressed in this letter, to both Messrs. Doggrell and Tillman."

From F. C. Paist Traffic Bureau, Inc., Denver, Colo., to W. L. Evans, general agent:

"On September 15 we wired Wellington Sears Company, 65 Worth St., New York City, an order for 16,550 pounds of Army Duck.

"You will remember that we called on you for some assistance in expediting this movement, as my client was under contract to make these goods up into tents for immediate delivery on the coast. We

### A FRISCO QUEEN

Norma Jean Hargrove, daughter of B. R. Hargrove, agent at Vanduser, Mo., was chosen as the most beautiful girl of the grounds at the Neighbor Day celebration at Benton, Mo., on October 5, and was crowned Queen of the Neighbor Day celebrations with



NORMA JEAN HARGROVE impressive ceremonies. Ex-congressman Ralph E. Bailey, of Sikeston, conducted the coronation ceremony.

This all-southeast Missouri homecoming event attracted a crowd of 15,000 persons.

asked the shipper to route from Anderson, S. C., via P&N-SAL-Frisco-Union Pacific.

"This merchandise loaded at Anderson same day our order was wired Wellington Sears of New York City and was unloaded in our warehouse Thursday morning by 7 o'clock, which was the sixth morning. We feel that we owe this promptness in handling to your interest in our behalf and want you to know that this is one of the reasons we are routing everything we possibly can, your way. Again thanking you for your wonderful cooperation, especially when we needed the assistance."

From R. W. Boone, agent at Clinton, Okla., to J. R. Coulter, traffic manager, Kansas City.

"Want to thank you and your organization for the help rendered in securing the movement of scrap iron from Clinton to Sheffield Steel Corporation, Kansas City. Mr. Ward tells me that he called at your office on his arrival in Kansas City with letter of introduction from me and that every courtesy

### H. L. FREEMAN HONORED His Paper Awarded Prize of Olson Rug

ADVICE has just been received from the Olson Rug Company of Chicago, Ill., that the contribution submitted by H. L. Freeman, in the contest for the best paper on the value and promotion of the ship-by-rail movement on the Frisco, was considered the best paper submitted to them. Mr. Freeman will be awarded a 9 x 12 Olson Rug, and the paper submitted by George W. Greener, of Springfield, Mo., was awarded honorable mention.

The Olson Rug Company follows the policy of patronizing the railroads exclusively with its shipments. Its officers are cooperating to the extent of giving free, one of their beautiful 9 x 12 rugs in this contest to promote increased interest in the movement of freight by rail.

Mr. Freeman holds the position of chief yard clerk at Afton, Okla., and the paper which he submitted was carried in the September, 1933, issue of the magazine. Mr. Greener is a telegrapher-clerk at the Mill Street Station, Springfield. His letter on the subject of the ship-by-rail movement, will be carried in the December issue of the magazine.

### FRISCO EMPLOYEES HONOR FOUNDER OF MOVEMENT

(Continued from Page 4)

club movement on Frisco Lines. His letter, written in January, 1927, wherein he said that he was asking for the 100 per cent cooperation of the employes is as powerful as the day he dictated it, and it will remain so, and it is the most sincere compliment which could be paid him to say that the participation of the employes in the club movement is purely voluntary, based on the fact that if their president believed in them 100 per cent, they would return that faith!

possible was shown him, that he was taken to the different dealers in Kansas City by you and he feels that the help extended him was the main factor in closing the deal for the sale of this iron. He has, so far, shipped five cars and expects to move some ten or twelve more, every car will move Frisco with revenue of about \$200.00 per car.

"Want to again thank you and assure you that Mr. Ward appreciated the interest shown. He stated that he 'had never seen anything like it from railroad people before in his life'."



# Frisco Employes' Hospital Association

Receipts and Disbursements after June 30, 1933, through September 30, 1933.

Balance brought forward from June 30, 1933.....\$41,732.11

## RECEIPTS:

From assessments on members.....	\$41,931.15	
" interest on securities in Treasury.....	3,080.00	
" donation by Receivers, St. L.-S. F. Ry.....	162.51	
" sundry accounts collectible.....	1,305.71	46,479.37
" proceeds at maturity, July 1, 1933, of \$20,000 Chicago, Rock Island & Pacific Ry. Co. 4½% Equipt. Trust Certificates, Series O.....	\$20,000.00	
" proceeds at maturity, August 1, 1933, of \$20,000 Chicago, Rock Island & Pacific Ry. Co. 4½% Equipt. Trust Certificates, Series P.....	20,000.00	40,000.00
		<u>\$128,211.48</u>

## DISBURSEMENTS:

For payrolls.....	\$23,984.05	
" professional, ordinary and emergency services.....	8,500.35	
" labor, material and supplies.....	2,761.35	
" provisions.....	3,623.74	
" drugs.....	3,647.99	
" light, water, ice, gas, fuel and telephones.....	1,426.19	
" all other expenses.....	1,176.54	\$45,120.21
" \$35,000 face amount, U. S. 3½% Treasury Bonds, due June 15, 1940-1943, purchased July 11, 1933, @ 102 14/32.....	\$35,853.13	
Interest, 26 days @ 3½%.....	85.32	
Commission.....	43.75	\$35,982.20
" \$20,000, face amount, U. S. 3½% Treasury Bonds, due June 15, 1940-1943, purchased August 16, 1933, @ 101 28/32.....	\$20,375.00	
Interest, 61 days @ 3½%.....	114.37	
Commission.....	25.00	20,514.37
		56,496.57

Balance September 30, 1933, P. M., at:  
First National Bank, St. Louis, Mo.....\* 26,594.70

\$128,211.48

\* Subject to \$330.12 of pay-drafts and vouchers outstanding at close of business September 30, 1933.

## THE ASSOCIATION OWNS:

	Par Value
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (matured Sept. 1, 1933) unpaid.....	\$ 10,000.00
Receivers' Chicago & Alton R. R. Equipt. Trust 6% Certificates, Series A (mature Nov. 15, 1933).....	5,000.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-D (mature January 15, 1934).....	5,000.00
Kansas City, Memphis and Birmingham R. R. Co. General Mortgage 4% Bonds (mature March 1, 1934).....	7,000.00
Kansas City, Memphis and Birmingham Railroad Company 5% Assented Income Bonds (mature March 1, 1934).....	35,000.00
Chesapeake and Ohio Railway Company 4½% Equipment Trust Certificates, Series of 1930 (mature May 1, 1934).....	8,000.00
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co. 6% Secured Notes (mature Aug. 1, 1934).....	1,500.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
Seaboard Air Line Ry. 5½% Receivers' Certificates of Indebtedness, Series "BB" (First Series due February 1, 1935).....	6,000.00
City of Tulsa, Okla., 4½% Street Improvement Bonds of 1927 (mature Aug. 1, 1935).....	18,000.00
The New York, Chicago and St. Louis Railroad Co. Equipment Trust of 1924 5% Gold Certificates, Series L (mature March 1, 1936).....	3,000.00
Consolidated Electric & Gas Co. Five-year 6% Secured Gold Notes (mature Aug. 1, 1937).....	5,000.00
The Chicago, Rock Island and Pacific Railway Co. Equipment Trust of 1923 5% Serial Trust Certificates, Series L (mature June 1, 1938).....	2,000.00
U. S. 3½% Treasury Bonds (mature June 15, 1940-1943).....	55,000.00
U. S. First Liberty Loan (Converted) 4½% Bonds (mature June 15, 1947).....	15,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Prior Lien Mortgage 4% Bonds, Series A (mature July 1, 1950).....	19,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Prior Lien Mortgage 5% Gold Bonds, Series B (mature July 1, 1950).....	11,000.00
American Telephone & Telegraph Thirty-five Year 5% Gold Debenture Bonds (mature Feb. 1, 1965).....	5,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Consol. Mortgage 4½% Gold Bonds, Series A (mature March 1, 1978).....	25,000.00
Commonwealth Edison Company First Mortgage 4% Gold Bonds, Series F (mature March 1, 1981).....	10,000.00
Pennsylvania Power & Light Company First Mortgage 4½% Gold Bonds (mature April 1, 1981).....	4,000.00
New York Central Rd. Co., Refunding and Improvement Mortgage 4½% Gold Bonds, Series A (mature Oct. 1, 2013).....	5,000.00
(As at close September 30, 1933).....	<u>\$264,500.00</u>

St. Louis, Mo., October 3, 1933.

L. O. WILLIAMS,  
Treasurer.

## AGENCY CHANGES

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

Charles M. Neal, Wheatland, Okla., September 16; Henry M. Stannard, Troy, Okla., September 20; Frank S. Love, Pomona, Mo., September 22; Delbert Roberts, Morrisville, Mo., September 22; Louis C. Stewart, Eureka, Mo., September 22; Ira N. Harris, Leflore, Okla., September 25; Harry D. Edwards, White Oak, Okla., September 26; Franklin C. Morris, Foreman, Ark., September 26; William L. Powell, Success, Ark., September 28; Lennie A. Schooler, Wheatland, Okla., September 30; Thomas M. Hudson, Fremont, Mo., September 30; Edward T. Connor, Oklahoma City, City Ticket Office, October 2; August A. Luckman, Birch Tree, Mo., October 2; Thomas Duncan, Lincoln, Ark., October 3; James W. Duncan, Harviell, Mo., October 4; William H. Easton, Cache, Okla., October 6; Albert L. Causey, Amagan, Ark., October 6; Ora L. Jenkins, Success, Ark., October 7.

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

Thomas F. Underwood, Oklahoma City Ticket Office, September 16; Walter S. Johnston, Reynok, Ark., September 19; Charles L. Murphy, Cache, Okla., September 21; Clinton Bloodworth, Johnsons, Ark., October 10.

## CASUALTIES INCREASE

The statement of total killed and injured, month of September, 1933, compared with September, 1932, and period to date, compared with the same period last year, shows a decrease in casualties of 36.4 per cent for the month of September in the transportation department and a 11.6 per cent decrease for the period. Both the maintenance of way and mechanical departments show an increase for the month and the period.

There was an increase in casualties for all employes for the month and the period of 10.2 per cent and 16.4 per cent respectively. There was a 26.1 per cent increase for all non-employes for the month, and a 4 per cent decrease for the period. An increase of 15.7 per cent for the month and 8.9 per cent for the period, for all casualties is reported.



# The Pension Roll

## ERNEST CALLENDER

ERNEST CALLENDER, engineer, Southern division, was retired from active service August 31, 1933, due to his having reached the age limit. He was born August 8, 1863, at White Pigeon, Mich., and educated in the schools near his home. He began his railroad service for the KCS&M Railroad in the month of October, 1883, as a fireman and was promoted to the position of engineer in 1887. He became a Frisco employe when the Frisco took over the KCS & M Railroad. He has remained on the same division during his entire service. In 1889 he married Mrs. Anna Jones, of Springfield, and to them was born one daughter. Mrs. Callender died several years ago and Mr. Callender resides at 738 West Elms Street, Springfield, Mo. Continuous service of 49 years and 10 months entitles him to a pension allowance of \$108.00 a month, effective from September 1, 1933.



## HENRY ADWATER

HENRY ADWATER (colored), section laborer, Tupelo, Miss., was retired from active service May 31, 1933, due to his having reached the age limit. He was born May 9, 1863, at Macon, Ga., and began his service as section laborer in 1886 near New Albany, Miss. He remained on the Southern division in that capacity until his retirement. In July, 1903, he married Mary Obey, of Waterville, Miss., and they reside at Tupelo. Continuous service of 21 years and 5 months entitles him to a pension allowance of \$20.00 a month, effective from September 1, 1933.

## AUGUST FRED PRUGGER

AUGUST FRED PRUGGER, machinist, Springfield, was retired from active service August 31, 1933, due to his having reached the age limit. He was born August 18, 1863, at White-water, Wis., and educated in the schools near his home. He served

Twelve Frisco Lines veteran employes, with combined service of 378 years and 9 months, were placed on the Pension Roll at a meeting of the Board of Pensions, held September 21, 1933, at the St. Louis general offices.

various industries in the east before coming with Frisco Lines as a ma-

ried Eva A. Sprols, of Springfield, Mo., and to them were born two sons and two daughters. The two sons are employed as machinists at the Frisco Shops. Mr. and Mrs. Prugger reside at 1618 Summit Avenue, Springfield, Mo. Continuous service of 42 years and 7 months entitles him to a pension allowance of \$100.55 a month, effective from September 1, 1933.

## JAMES BARNETT KIRKPATRICK

JAMES BARNETT KIRKPATRICK, conductor, Southwestern division, was retired from active service August 31, 1933, due to his having reached the age limit. He was born August 17, 1863, at Macomb, Ill., and educated in the schools of Pierce City, Mo. He served the Kansas City Southern as conductor before coming with Frisco Lines in train service out of Pierce City, Mo., in March, 1884. His service was continuous until August, 1896. He re-entered the service in January, 1898, as freight conductor on the Central division out of Monett. He also served as extra passenger man. About July, 1899, he was transferred to the Southwestern division with headquarters at Monett and did extra passenger work immediately and was promoted to regular passenger conductor about 1904. Since that date he has been in regular passenger service. On September 2, 1883, he married Agnes M. Schelin, of Carthage, Mo., and to them were born one son and one daughter. Mr. and Mrs. Kirkpatrick reside in Kansas City, Mo. Continuous service of 35 years and 8 months entitles him to a pension allowance of \$77.35 a month, effective from September 1, 1933.

## THOMAS MICHAEL CUMMINGS

THOMAS MICHAEL CUMMINGS, chief clerk, traffic department, Memphis, Tenn., was retired from active service April 7, 1933, due to total disability. He was born October 7,

chinist on January 28, 1891, at the Springfield North Shops. He later served as assistant foreman and gang foreman until 1918, then as travelling millwright foreman until 1932 when he worked as a machinist at the North Shops until retired. He mar-

1879, at Louisville, Ky., and educated in the schools near his home. He served the Missouri Pacific as bill clerk before coming with Frisco Lines in that capacity September 1, 1902, at the local freight office, Memphis. He served as bill clerk and as assistant rate clerk, chief rate clerk, and chief clerk to traffic manager. On September 6, 1910, he married Ida Robinson, of Memphis, Tenn., and to them were born three daughters and one son. Mr. and Mrs. Cummings reside in Memphis, Tenn. Continuous service of 32 years and 8 months entitles him to a pension allowance of \$58.30 a month, effective from September 1, 1933.

#### EDWARD LOCK

EDWARD LOCK, section foreman, Golden City, Mo., was retired from active service August 31, 1933, due to his having reached the age limit. He was born August 19, 1863, at Chaff-combe, England, and educated in the schools near his home. After coming to America he came to Springfield and entered the employ of Frisco Lines, May 20, 1884, in the maintenance of way department. He resigned and was re-employed as section foreman at Golden City on August 1, 1891. In August, 1895, he was married to Mary A. Selby, of Golden City, Mo., and to them was born one son, who died in infancy. Mrs. Lock is also dead and Mr. Lock resides in Golden City, Mo. Continuous service of 45 years entitles him to a pension allowance of \$47.50 a month, effective from September 1, 1933.

#### ADAM ELWOOD BEEBE

ADAM ELWOOD BEEBE, conductor, Southern division, was retired from active service, August 31, due to his having reached the age limit. He was born in Valparaiso, Ind., (date not given) and educated in the schools near his home. He began his railroad work with the Rock Island Railroad in 1887, also serving the Union Pacific before coming with Frisco Lines as a brakeman in train service out of Neodesha, Kans., November 20, 1899. He was cut off the board in 1899 and re-employed October 1, 1901; promoted to freight conductor in 1903; to passenger conductor in 1913 and employed on the old Kansas and Northern division until 1928 when he was transferred to the Southern division, Columbus Sub on October 7, 1928, and when retired was working between Amory and Magnolia. On February 27, 1888, he married Emily E. Scammon, of Fairbury, Nebr., and to them were born two sons and one daughter. Both sons and Mrs. Beebe are deceased, and Mr.

Beebe resides in St. Louis, Mo. Continuous service of 31 years and 11 months entitles him to a pension allowance of \$57.45 a month, effective from September 1, 1933.

#### HARRISON MULLIN SNELL

HARRISON MULLIN SNELL, engineer, Birmingham Terminals was retired from active service August 31, 1933, due to his having reached the age limit. He was born August 4, 1863, at Mulberry Grove, Ga., and educated in the schools near his home. He served as a fireman on the Central of Georgia in 1899 and was promoted to the position of engineer in 1903. He came with Frisco Lines as switch engineer at Memphis, Tenn., November, 1903. He went to Birmingham, Ala., as night hostler in November, 1904; was promoted to switch engineer April, 1905, and worked as hostler after being promoted until August; then back to switch engineer until sometime during the winter he worked as hostler for about 60 days; then as switch engineer and was discharged the latter part of 1907; reinstated April, 1907, and worked as hostler and was made switch engineer July, 1907, and worked as such until his retirement. He married Miss D. E. Wiggins and to them was born one son, who is now a switch engineer at Memphis. Mrs. Snell died in October, 1930, and Mr. Snell married Mrs. Nina L. Wiggins in September, 1931. They reside in Birmingham. Continuous service of 27 years and 5 months entitles him to a pension allowance of \$48.15 a month, effective from September 1, 1933.

#### JERRY HARPER HODNETT

JERRY HARPER HODNETT, agent-operator, Cameron, Okla., was retired from active service, August 31, 1933, due to his having reached the age limit. He was born August 10, 1863, at Moselle, Mo., and attended the schools at St. Clair and Seneca, Mo. He served the Santa Fe, CB&Q and Missouri Pacific before coming with Frisco Lines as operator at Rolla, Sullivan and Stoutland in 1876. He has served as operator, clerk, agent-operator, extra dispatcher, dispatcher and chief dispatcher on the Eastern, Western, Kansas, Texas and Central divisions, finishing his service as agent-operator at Cameron, Okla. In January, 1895, he married Gertrude Woodson, of O'Fallon, Mo. Mr. and Mrs. Hodnett reside at Cameron, Okla. Continuous service of 25 years and 5 months entitles him to a pension allowance of \$34.80 a month, effective from September 1, 1933.

#### HARRY PARKER WARD

HARRY PARKER WARD, conductor, StLSF&T Railway, was retired from active service May 8, 1933, due to total disability. He was 62 years of age, born October 12, 1870, at Wheaton, Ill., and educated in the schools of Wheaton. He served the Chicago & Northwestern, Indiana Harbor Belt and Trinity and Brazos Valley Railroads as brakeman, coming to Frisco Lines in that capacity, September 15, 1909, at Ft. Worth, Tex. He was promoted to conductor, November 30, 1909, and his run was between Ft. Worth, Sherman and Menard, Tex. On December 17, 1924, he married Claudie Smith, of Ft. Worth, Tex. They reside at Ft. Worth. Continuous service of 23 years and 6 months entitles him to a pension allowance of \$40.90 a month, effective from September 1, 1933.

#### NOEL ACY KINNEY

NOEL ACY KINNEY, agent-operator, Rolla, Mo., was retired from active service July 3, 1933, due to total disability. He was 67 years of age, born May 15, 1866, at Union City, Tenn., and educated at Springfield, Mo. He worked nineteen days for the D&SL Railroad at Tolland, Colo., as night telegraph operator, coming with Frisco Lines as night operator at St. James, Mo., October 1, 1881. He has served as night operator and relief agent, Eastern division, and as regular agent at Rolla until his retirement. On December 15, 1888, he married Nellie C. Love, of Rolla, and to them was born one son. Mr. and Mrs. Kinney reside in Rolla. Continuous service of 22 years and 7 months entitles him to a pension allowance of \$39.85 a month, effective from September 1, 1933.

#### EDWARD H. FULLER

EDWARD H. FULLER, engineer, Eastern division was retired from active service August 31, 1933, due to his having reached the age limit. He was born August 9, 1863, in Cass County, Mich., and educated in the country schools near his home. He worked for various eastern roads, and was promoted to engineer, February 10, 1892. He then served the K. C. S., and the I. C. Railroads until January, 1902, and came with Frisco Lines as an engineer February 20, 1902, running out of Springfield. On January 27, 1892, he married Kate McHugh, of LaCrosse, Wis., and to them were born two daughters. Mr. and Mrs. Fuller reside at Springfield, Mo. Continuous service of 20 years and 9 months entitles him to a pension allowance of \$43.90 a month, effective from September 1, 1933.



**He's Home**

"Jane, has Johnny come home from school yet?"

"I think so. I haven't seen him, but the cat is hiding under the stove."

**QUITE TRUE**

"Roses are red,  
Violets are blue,  
I'm one,  
And so are you—"

when discussing our fishing ability!

**FOOLISH QUESTIONS**

He was busily engaged with a spade in the mud hole beside his car when a stranger hailed him.

"Stuck in the mud?"

"No, my engine died here and I'm digging a grave for it."

**School Days**

Professor (after a very bad recitation): "Class is dismissed; don't flap your ears as you go out!"

**THE LICENSE TELLS**

A little boy from the city was visiting his cousin in the country.

"What do you know about cows?" asked the country lad. "I bet you don't even know if that's a Jersey cow."

"I don't know from here, 'cause I can't see its license."

**A GOOD IDEA**

Butcher: "I can't give you further credit. Your bill is bigger now than it should be."

Customer: "I know it. Just make it out for what it should be and I'll pay it."

**An Occasion**

Butler: "Beg pardon your lordship, but there's a burglar downstairs."

His Lordship: "Then bring me my gun and sports suit—the heather mixture."

**LOOKS COUNT**

"So you want a teething ring for your baby. What kind, sir?"

"Have you any that look like a watch?"

**MOTOR-MINDED**

The little city girl had been watching the farmer milk his only cow. The next morning the farmer got up and found that the cow had been stolen during the night.

Farmer: "Drat the thief that stole that cow! He's miles away from here by now."

Little Girl: "I wouldn't worry about it. They can't get far away with it, 'cause you drained her crank case last night."

**Last Resort**

"I hope the book you are reading is nice, darling," said the conscientious mother to her very young daughter.

"Oh, yes, it's a lovely book, but I don't think you'd like it. It's so sad at the end."

"How, dear?"

"Well she dies and he has to go back to his wife."

**TACTFUL?**

Salesman: "Now I'll find you a hat to fit your face."

"Customer: "Say, listen here—I may not have a beautiful face, but I'm not going to wear a hat over it."

**A HIKER**

A tourist was traveling at a high rate of speed through a little county seat. The Mayor, walking past, gave him a warning to slow down, but he did not heed it. The Mayor sent a traffic policeman to catch him. After the chase the policeman said:

"Why did you ignore the Mayor's signal?"

"Oh," said the tourist, "I thought that was another hitch-hiker thumbing his way."

**When Relatives Call**

Some relatives were visiting a couple and mentioned their dog, a big mongrel. "He's just like one of the family," said the pup's proud mistress. "Which one," asked the hostess.

**NO MORE**

Young Wife (to tramp): "Aren't you the same man I gave some biscuits to last week?"

Tramp: "No mum and the doctor says I never will be again."

**FOR GOOD TIMES**

"What would you suggest to help bring a return of prosperity?"

"The horse, sir, bring back the horse and the country will soon become stabilized."

**My Soul!**

"Too bad about the disappearance of Professor Smith. He was a profound thinker."

"Yes, he was always thinking, no matter where he was. The last time I saw him he was in swimming and he suddenly called out: 'I'm thinking! I'm thinking!'"

"You fool! Professor Smith spoke with a lisp!"

**THE CODES**

"What three words are most frequently used in answer to questions about the codes?" asked a professor of economics.

"I don't know," answered the sleepy junior.

"Correct," said the teacher.

**Scanty Meal**

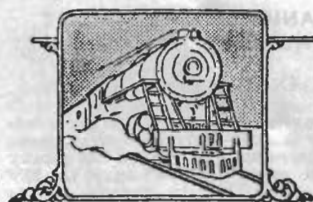
A man bought some sausages and asked his landlady to cook them for his breakfast.

"How'll I cook them?" she asked.

"Fry 'em like fish," replied the lodger.

The next morning, when the landlady served them, she remarked: "I hope you'll enjoy your breakfast, sir; but there's not much in these things when they're cleaned out."





# The FRISCO MECHANIC

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



## NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Baseball, baseball, National League, American League, Senators, Giants, Terry, Cronin—Oh, well, after such a week as the first one in October, it is small wonder that our news is short this month.

Cornelius Thompson, extra man, is at present in the Employees' Hospital. We haven't learned the nature of his ailment, but hope it isn't serious.

Elmer "Monk" Dillon, extra first class machinist, is unable to report at this time, due to eye trouble.

Ross Davis, electrician, has just finished the work of building a new garage at his home on Kingsbury St.

Anna May, the five-month-old daughter of Roy Stone, machinist, has been sick for a few days, but is fully recovered at this time.

James Edwards, inside hostler, had the misfortune of losing his home by fire several days ago. The house, which was situated several miles in the country, was totally destroyed, with nothing saved.

Ural Atwell, engine watchman, is the proud owner of a Chevrolet coach.

The position of tank man and helper has been created on the third shift, with Nathaniel Rose and Arthur Dummit bidding them in.

## WEST TULSA, OKLA.

### LOCAL No. 17

H. C. PRICE, Reporter

C. E. Retzlaff, machinist, was off 30 days, account of illness and went to New Mexico and Arizona.

G. M. Jessee and wife spent a few days in Chicago, Illinois, attending the World's Fair, and also Birmingham, Ala., visiting relatives.

Miss Camilla Blon, stenographer in the master mechanic's office, and Mrs. L. L. Finch, wife of machinist, spent a week in Chicago, attending the Century of Progress.

Austin Barr, third-class machinist, is in the Tulsa Hospital with a broken leg. We wish "Speed" a very early recovery.

L. B. Henry, coach foreman, is off, account of illness.

W. H. Stinson, airman, and wife, spent a few days in Ohio and Texas, and also at the Century of Progress.

Joe O'Connor, machinist, has returned after a week in Chicago. Joe says too much town for a country boy.

M. L. Guinney, master mechanic's chief clerk, is the newly elected captain of the bowling club this year. Mr. Guinney states that they are going strong this year.

Charles LeFevre, electrical foreman, has a new Plymouth sedan.

Billy Boyne, engineer, is off at this writing, account of illness.

Frank Russell and family spent a few days in Little Rock, Ark., visiting.

Paul T. Corbin, machinist, and family spent 15 days with home folks in Arkansas and Missouri.

H. P. Phillips, blacksmith spent 15 days at Bagnell Dam in Missouri. Tony reports some fine catches.

## LOCAL No. 19—MEMPHIS, TENN.

P. W. LANDERS, Reporter

We wish to extend our deepest sympathy to Mrs. J. H. Humphrey, account of the death of her mother.

Hary Stewart, back shop machinist, was off several days from work, account of illness.

W. J. Bell, machinist, lost several days from work account of an infected foot, and Larry Glass, machinist, was off from work for several days with an infected knee.

O. A. Kraft, boilermaker, and Ed. Kummerly, stationary engineer, recently went on a fishing trip and reported a nice catch. But the boys all think it was a fish tale.

## LOCAL No. 19-B (COLORED)

ALVIS H. THOMAS, Reporter

The gala event of the season was staged on the 19th of last month, when Local No. 19-B gave a grand picnic on the lawn of Alvis Thomas. With an orchestra furnishing music for dancing, card playing, and plenty to eat (some couple of hundred sandwiches, punch, ice cream, etc.) about 150 persons, comprising the families and friends of the local, it went over big. It is still the talk of the town. Messrs. A. Davis, C. Brown, J. Whitaker and A. Thomas were instrumental in putting it over.

Mrs. Sarah Beatty, wife of Arthur Beatty, third-class machinist, is now visiting in Chicago and Detroit.

Yours truly, the reporter, has just returned from the World's Fair in Chicago. Had a splendid trip and enjoyed myself tremendously.

There has been much discussion as to what department has the Goliath, or heaviest and biggest man. The coach yard nominates Albert Smith, supply man; the car department puts up George Edwards and the round-house places on the stand the world known (King Fish) Big Amos Johnson. The contest is held up for a while until some scale that carries figures over 600 can be found, as none around town carry that capacity. Of course, the race will be close.

## B. & B. DEPARTMENT EASTERN DIVISION

ARTHUR BUNCH, Reporter

Chas. Baron, wife and daughter, Josephine, spent three weeks visiting at Los Angeles, Calif., and reports having a splendid time.

Dock Garrouette is in the hospital at this time, but seems to be getting along pretty well. We hope for a speedy recovery.

Mrs. Arthur Bunch and Mrs. Roy Smith recently spent a few days visiting relatives at St. Louis, Mo.

Our sympathy is extended to C. C. Peck and family in the loss of his wife, who died September 29, following a brief illness.

Bill Haralson is not working at this time on account of trouble with his heart. We hope he will be able to resume work soon.

Our sympathy is extended to J. A. Jones and family in the loss of his brother, Edward, formerly of Spring-

field, who died recently at Denver, Colo.

Chas. Wallace and gang have been rebuilding the water tank at Sullivan, Missouri.

J. A. Jones and gang have finished the renewing of the M. & E. shop roof at the west shops, and are now rebuilding the scrap dock.

J. P. Carter and gang have been repairing bridges in the Springfield Terminals.

Ebb Nease and gang are back on the High Line after a couple of weeks in the Springfield Terminal.

## B. & B. REPORT—SOUTHWEST DIVISION

J. C. WOODS, Reporter

John Roberts has returned home after spending some time in the Frisco hospital.

The friends of Charley Wheeler were shocked by the news of his death which, as we understand, was caused by ptomaine poisoning.

Mrs. Virgil Leak has been at Mayo's Hospital where she underwent a thorough examination, which was pronounced very encouraging by the Clinic.

Mart White has returned to work after a sixty-day lay off.

Frank Woodward has returned to work after spending a couple of months' visiting in the Ozarks.

Bulletins are out reinstating the paint gang on the Southwest division.

Virgil Leak has returned to work after a short lay off.

O. V. Smith has completed the round-house at Oklahoma City.

E. F. Maggi has completed the emergency work on the Creek Sub and has moved back down on the Red River.

W. E. Fountain is employed on general repair work on the Chickasha Sub; S. H. Dean has been in charge of Virgil Leak's gang during his lay off; W. A. Lantz is busy looking after the bridge at Mustang.

Mrs. G. W. Smith, of Hamilton, Kansas, has returned home after visiting Mrs. E. F. Maggi.

## KANSAS CITY RIP TRACK

LEE WARFORD, Reporter

There have been several new jobs put on at the Kansas City rip track recently due to the rebuilding of the 150 and 151 class automobile cars.

Henry Butler, third-class man, is now working at Kansas City rip track with Chas. Pummel. Henry was formerly working at Rosedale.

Raymond Bengston, third-class man, is working with Elmer Oman rebuilding cars. Ray was formerly destroying cars in Rosedale.

Herbert L. Warford, laborer, has been called back to work. Herbert has been off for nearly a year.

Henry Rendon, third-class man, formerly supplyman, is now repairing doors with Jess Haskins.

Leo Smith, third-class man, who was rebuilding doors is working steel repair.

John Burke, third-class man, has returned to work oiling cars in the 19th Street train yards.

John Buck has been promoted to first-class car repairman and is working cars on the rip track.

Wm. Fuller, inspector at the freight house, spent four days visiting friends and relatives at Pittsburg, Kans.

Theo. Kaiser, inspector in train yards, spent a few days in Chicago. Theo. reports that the World's Fair interested him very much.

Frank Warner, inspector, was on the sick list for about two weeks. Frank is back on the job feeling fine now.

Grady Seigler recently had a little hard luck. Someone stole his Chevrolet coach.

Kansas City had the opportunity to see the Royal Scot train that was on exhibit at the World's Fair. The Royal Scot was at the Union Station, October 15 from 8 a. m. to 5 p. m.

Here is a little news from Rosedale train yards.

Business has picked up considerably in the last 60 days. All trains are leaving Rosedale with nearly full loads. Hope this business continues.

Bert Parrish, formerly oil in Rosedale train yards, is now packing boxes at Rosedale rip track.

R. E. Braden, car inspector, laid off four days to move. Rassel is moving on a 126-acre farm.

Lead Car Inspector Fred Scott is planning to go deer hunting the 24th of October. He is going to Oregon County, Missouri. Here's hoping he gets a deer to bring home.

Glad to see James Kissinger on the job again. James left the services of the Frisco four years ago. He is now oiling cars in the train yards.

Rosedale is now a busy point on the Northern division. There are about 350 cars being destroyed, which employs about 15 men. P. F. Spangler, assistant general foreman, is directing the work.

"Pop" Green, foreman on Rosedale rip track, was off 3 weeks account of sickness. Sure glad to see him back on the job again.

S. E. Yockey, yard clerk at Rosedale, is at this writing taking in the sights of the World's Fair.

Rosedale has a new yardmaster, Billie Kane is now night yardmaster in Dan Cronin's place. Dan Cronin is night general yardmaster.

George Kaylor, yard clerk at Rosedale, was on the sick list for a week. George is back again feeling fine.

## JOPLIN, MO.

ROGER C. FLETCHER, Reporter

Geo. Stuart, engineer, is driving a new Pontiac automobile.

Levi Lewis, car man at Sixth Street, returned to work. After recovering from a carbuncle in the middle of his back, such as he had, he has no fears of hoo-doo. He went to work on Friday the thirteenth.

U. G. Boyd, supply man, returned from St. Louis hospital and expects to go to work about the 20th of October. His improvement has been slow but sure.

Mrs. Catherine Schulte, mother of Mrs. Herbert Benedict, of 1510 Byers, died at her home, 903 Virginia Avenue, on September 29th. Mrs. Schulte had resided in Joplin 44 years, having moved with her husband to 903 Virginia in 1889. She was a member of St. Peter's Catholic Church. She had been failing in health for several years and had been bedfast for six months. Burial was at Mount Hope Cemetery.

Mrs. Elizabeth Sidone Huber, sister of James A. Sapp, engineer, of 3317 Pennsylvania Avenue, died at St. John's Hospital at 10:30 p. m., October 4th, following a stroke of paralysis suffered two hours earlier at the Orpheum

Theater. Mrs. Huber had lived in Joplin all of her life. She was a member of the Ruth Chapter order of Eastern Star, Security Benefit Association, Fraternal Aid Union, St. Philip's Guild and St. Philip's Episcopal Church. Burial was at Mount Hope Cemetery. Sincere sympathy is extended to each of these families.

## MECHANICAL DEPARTMENT KANSAS CITY, MO.

W. A. BULLARD, Reporter

The Women's Auxilliary of the Sunnyland Club sponsored a card party at the Women's Benefit Association Hall, located at Hunter and Main on the evening of October 16. A large crowd attended, table prizes being awarded the winning players. Mrs. O. B. Stoner won the prize for securing the largest number of tables. The guest of honor was Miss Martha C. Moore, Associate Editor of the Frisco Employees' Magazine, who made a very nice talk on the social and business activities of the club, and also spoke of the opportunities wives of Frisco men have for securing business for the Frisco. Everyone enjoyed themselves thoroughly and immediately after the awarding of the door prizes a light lunch of sandwiches, salad and coffee was served.

E. W. Brown, our general foreman, and Mrs. Brown have just returned from a trip to Houston, Texas, where they visited relatives and friends.

It is difficult to put into words the grief and the sympathy which the whole Frisco family feels in the tragedies which have dealt illness and death to some of our group. Arthur W. Branstetter, engineer, was killed and his wife very seriously injured in an automobile accident just outside of Burlington, Kansas, on October 16. Mrs. M. T. Lyles, wife of third-class machinist, died, after being ill only two days, leaving her husband and four small children. Ralph Fyffe, machinist, and family, on their way to Colorado for a vacation, driving their Pontiac car, were suddenly side-swiped by an Austin, and Ralph, who was driving with his left elbow resting on the window ledge, was injured badly. He is now in the hospital at St. Louis, and we sincerely trust he will completely recover shortly. Our sympathy is extended to these stricken families in their trouble.

Mr. and Mrs. Clarence Ehni are, at this writing, visiting the World's Fair at Chicago.

A group of Frisco employees and their wives enjoyed an outing in the form of a steak fry at Swope Park a few nights ago.

Announcement has been made of a dance to be held at Drexel Hall on the night of October 25, to be sponsored by the Sunnyland Club. We are looking for a large number out and the usual good time.

Congratulations are in order to Mr. and Mrs. Arthur Thompson, who are the proud parents of a baby boy, born a few weeks ago.

A large party was given by Mr. and Mrs. Artie Berry at their home at 4125 Olive on Saturday evening, October 14. The evening was spent in dancing and at a late hour refreshments were served. Little Charlotte Berry, eight-year-old daughter of Mr. and Mrs. Berry, gives promise of being quite a musician. Having taken lessons for only five months she surprised everyone there by playing a number of pieces perfectly on her piano-acordion.

Ed Wagner, water service repair man at Kansas City, is laying off at the present with a sore eye. Mrs. Wagner is visiting relatives in New York City and Ed intends to meet her in Chicago on the return trip.

## MECHANICAL DEPARTMENT SHERMAN, TEXAS

DON ANDERSON, Reporter

C. L. Vaughn, fireman, Ft. Worth, became ill while in Sherman the latter part of September and it was necessary for him to spend a few days in the hospital here. Glad to report he is back on his run again.

Engineer Frank Thornton, regular engineer on trains 117-118, between Tulsa and Sherman, died suddenly at Sherman on September 27. Engineer T. T. Zachritz has since been assigned to this run.

The Red River Valley Fair was held at Sherman, October 2-7. It was easy to find the Frisco folks there. Even Tom Deaton, secretary to V. P. & G. S., and Engineer G. O. Wyatt were there; however, understand Mr. Deaton slipped away.

E. H. Wainwright, formerly shop accountant in this office, called on us on October 4. "Wain" seems to be getting along fine in the insurance business, however, we're glad he hasn't forgotten his friends here.

We were very glad to see S. M. Jones, pensioned engineer of the Texas Lines, walk into the office the other day (on October 5 to be exact). We enjoyed his little visit and are always glad when the "old timers" come around for a chat.

And even Johnnie George, another old timer, called on us on the same day. He gave us several different "lines", and they all rimed, too!

State Fair at Dallas, October 8-22! Quite a number of the Frisco folks are visiting it during the two weeks. Yesterday, being the peak Sunday, there were several "taking in the sights". The Frisco ran a special excursion, consisting of nineteen cars, from McNab, Ark., to Dallas and return, October 14-15, which was a huge success.

## MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

FRANCIS N. JONES, Reporter

Joe McLaughlin, fireman, is recovering from a several days' illness.

Link Summers, engineer, is ill in the St. Louis hospital.

The mechanical forces are now located in the new roundhouse, which is considered one of the best on the system.

Jess Moore, car foreman, has returned from his vacation, during which he visited relatives in Kansas City.

Alfred P. Rue, sheet metal worker, has been transferred to Hugo, Okla. We are sorry to lose SI, but glad that he has secured steady employment.

The following engineers and their wives attended the Engineer's Convention held in Parsons, Kansas, on October 19th and 20th: Mr. and Mrs. C. E. Johnson, Mr. and Mrs. O. L. Martin, Mr. and Mrs. J. L. Zachritz, Mr. and Mrs. F. H. Atkins, Mr. and Mrs. F. W. Lloyd, Mr. and Mrs. F. S. Ellis and Mr. and Mrs. L. A. Pruitt.

Mr. and Mrs. W. T. Swain, of Denison, Texas, and Mr. and Mrs. Rothwell Swain, of Manhattan Beach, California, who have been the house guests of Mr. and Mrs. B. W. Swain and family for several days, have returned to their respective homes.

A. C. Leslie, of the car department, has purchased a Ford V-8. Art says there is no car that can compare with it.

John White, vice-general chairman of the shopcrafts, was a recent visitor in Oklahoma City.

LeRoy Ayres, formerly of this point but now residing in Tulsa, was a visitor the 15th of October.

The Oklahoma City Frisco Club held its first meeting September 21st at the



American Legion Hall. A large crowd was out for the dance. It should be to every employee's interest to attend the business meetings held before the dance. Come out next month and do your bit for the company which supplies your livelihood. Meetings followed by a dance are held the third Thursday night of each month. Come out!

## LOCAL No. 24

RAYMOND F. DEES, Reporter

Stationary Engineer J. T. Lewis has returned to St. Louis to undergo further treatment.

Machinist J. H. Branam has returned to work after several weeks absence, part of which time was spent in St. Louis hospital.

Machinist O. B. Holmquist has had his home remodeled, which makes it one of the outstanding homes in that vicinity.

Machinist F. F. Woolf was a visitor in York, Alabama, the latter part of the month of September.

Miss Naomi Sullivan and Mrs. Houston Nash, daughters of Car Foreman J. L. Sullivan, are visiting in the city of Birmingham, Ala.

Pipeman R. F. Dees and Machinist G. C. Gedlon were recent visitors in Columbus, Miss.

The Amory High School football team is one of the foremost in its class in the state and we are proud that the Frisco is well represented in this team with Charles Johnson, son of switchman, and John and James Sullivan, sons of car foreman. Incidentally John is captain of this team.

## MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

Richard Trussell, 15, son of E. H. Trussell, conductor, died, October 1st, in Jonesboro, Ark. Death was caused by an infection in his knee. The injury was received while playing football three weeks ago. Funeral services were conducted by Rev. P. O. Freeman, from the home in Jonesboro, October 3rd. The family has our sympathy.

Mrs. E. L. Magers, wife of chief dispatcher, is now in Memphis; Mrs. Dave Thomas, wife of conductor, is now in Springfield; Mrs. C. B. Callahan, wife of assistant superintendent, is visiting her daughter, Mrs. James Cathcart.

Charles Crane, pensioned engineer, and wife, from Tulsa, Okla., are visiting old friends and going on a hunting trip.

John Brady, of Memphis, has been assigned position of night yard clerk.

Mrs. Thos. Madison, wife of roadmaster, entertained the family of the agent at a 6:00 o'clock dinner last Saturday.

Vernon Waldrop has now resumed his former position as night helper, bumping Lightning.

Mrs. W. H. Morgan, wife of clerk, is visiting her sister at Memphis, who is confined in the hospital.

Mrs. W. A. Davis, wife of fireman, is now on a visit to Little Rock.

## BACK SHOP NEWS

ALEX WATT and CLAUD CAMPBELL,  
Reporters

Dean Peck, machinist, was elected chairman of the shop committee in place of Richard Tyack, new machine foreman.

Geo. Whitlock, machinist, has returned to work after having been sick for 30 days.

It is with deep regret that we report the death of Otis Divan, brother

of Jewell Divan, machinist.

Walter Marshall, of the blacksmith shop, is back to work after having been laid off for some time.

Joe White, boilermaker, has been called back to work in the roundhouse after having been laid off for two years.

Boilermaker Tommy Tucker's wife has returned from Shannon county, where she had been visiting her father who is very ill.

Mr. and Mrs. M. A. Huff, Jr., from New York City and Ray Huff, of St. Louis, have returned to their homes after visiting their parents, Mr. and Mrs. M. A. Huff. While visiting here they all motored to Oklahoma City. Mr. Huff is a boilermaker.

Mr. and Mrs. Dee Huff have returned from a trip to the World's Fair. Mr. Huff is a car man on the rip track.

John Hollingsworth, tool dresser in mill shop, is driving a new 1933 Chevy. He is N. E. A. 100%. John says that they said "Spend until it hurts" and I surely did.

T. J. Roberts, of the mill shop, was called to Pontiac, Mich., recently by the death of a son who had been employed by the Ford Motor Co., there. Death was due to an appendix operation.

James Burn, foreman of the special equipment shop, is greatly pleased with the combination derrick and rail loader recently completed. It is equipped with an American hoisting reversible engine operated either by steam or air. Double drum, ten foot masts with thirty foot booms on each end of the car with (test) lifting capacity of forty-two hundred pounds, with a working capacity of twenty-five hundred pounds. The double boom arrangement enables the operators to load two cars of rail at the same sitting, thus reducing operating expenses almost fifty per cent. It has been put in operation at Pierce City, Mo., where some rail replacement is being made. The report comes that it is 100% efficient.

Everett Burks and family visited relatives in Pomona and Long Beach, Calif., recently. They saw many ruins caused by the recent earthquake. They reported a nice time fishing and bathing in the ocean.

Miss Maud Robberson has returned home after spending the summer with a brother in Rosebud, Montana. She is the daughter of R. H. Robberson of the tin shop.

Frisco business in the repair yards is booming, there being approximately three hundred and thirty men employed there at the present time.

A. J. Baker has reported in for work after an absence of four weeks on account of illness.

(Uncle) Jim Strader is still on the sick list, but is slowly improving and is able to be around again.

Tommy Wardlow, steel truck man of the north train yards, is back on the job again after an absence of about two years.

Sam Tarbox, tool room man, is driving a new Oldsmobile.

## LOCAL No. 1—SPRINGFIELD, MO.

J. F. WASSON, Reporter

The small son of Wm. Baxter had the misfortune of falling from a wagon and breaking his arm while visiting on his grandfather's farm.

Felix Webb and family motored to Birmingham, Alabama, to visit his sister and brother.

Roy, Lorena and Mable Vahldick, and their friend, Jesse Blankenship, motored to Chicago, Ill., to see some of the sights of the Century of Progress Exposition, on their return trip they had tire trouble near St. Louis, Mo., and while Roy had gone to a filling station to get the tire repaired two

highwaymen robbed the girls of approximately \$65.00 in cash.

Frank Case and wife visited their son, Tony and family in Kansas City, Mo.

Claude Hereford has traded for an Essex sedan.

Mrs. Chas. Beck has gone to Mt. Grove, Mo. to be with Mr. Beck's mother who is ill. We hope for her a speedy recovery.

V. J. Rutherford who has been confined at the Frisco hospital in St. Louis, Mo., since September 3rd, is doing nicely at this writing and expects to be able to return home November 1st.

We extend our sympathy to Jewell Divan in the death of his brother, Otis Divan.

Vernon Brown, son of chief clerk, went to the Century of Progress Exposition during the latter part of September.

## LOCAL No. 8—ENID, OKLA.

FRANK HARKEY, Reporter

Death came to Thomas E. Carter, August 22nd, at Birmingham, Alabama. Brother Carter was a charter member of Local No. 8 and was instrumental in forming our present organization of the men in the mechanical department of the Frisco. Brother Carter was a machinist, but due to his physical condition has been unable to work at his trade and was working as a crossing watchman in Birmingham for some time. He leaves to mourn his loss, his wife and two sons, Clifford and T. E. Jr., both of whom were employed by the Frisco at one time.

Ralph Carrell, motor car maintainer, and wife have just returned from their vacation spent in Chicago seeing the "Century of Progress", and other interesting places. They report a most enjoyable time.

M. A. Wagner, engine inspector, and wife are rejoicing over the arrival of a fine baby boy, September 6th, whom they have named John Michael.

L. W. James, boilermaker, had the misfortune to lose the sight of his right eye. He was cutting some kindling, when a stick flew up and struck him in the eye. He was rushed to the St. Louis hospital where he received the best of medical care, but they were unable to save the eye. He is recovering as well as could be expected.

C. P. "Cap" Clark, sheet metal worker, and sons, Jack and Calvin, spent an enjoyable vacation visiting friends and relatives at different points in New Mexico.

Elmer Davis, boilermaker, has the sympathy of his many friends in the death of his wife, which occurred recently after a lingering illness. Mrs. Davis was a nurse during the World War and was accorded a military funeral.

T. H. Elam, boiler foreman, is spending a few days up in the Ozarks.

Frank Harkey, your reporter, is in the St. Louis hospital at this time and H. H. Fuller is pinch hitting for him this month in getting notes for the magazine. Frank says that the boys of the St. Louis local are sure fine in calling on the boys in the hospital and Local No. 8 wishes to take this method of thanking them for the courtesies shown our boys.

J. A. Poling and wife have been enjoying a visit from Mr. Poling's uncle and aunt, Mr. and Mrs. Noah Poling, and their son and his wife, all from Van Wert County, Ohio.

W. N. Patterson, roadmaster, is recovering from an appendicitis operation performed in an Enid hospital a short time ago.

C. P. Clark was called to Roswell, New Mexico, account death of his mother-in-law, Mrs. Watson, on October 1st.



Merle Cameron, apprentice boy, and wife are spending a few days in Kansas City.

J. C. Catron, father-in-law of G. W. Clinton, stationary fireman, passed away Sunday evening, October 1st, at the home of Mr. Clinton. Mr. Catron was a pioneer Oklahoman. He was 85 years old and was a Civil War Veteran.

### SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

H. C. Sweeney, lead inspector, has been off sick a few days. We hope to see him back on the job soon.

Charles Cannady, who has been sick for some time, is still on the sick list at this writing.

J. J. Thurston is also off on sick leave.

Mrs. George Schwartz, of Pine Bluff, Wyoming, visited at the home of her brother, Homer Smith. Their friends gave them a surprise birthday dinner on October 5th.

Mr. and Mrs. J. A. Bockman and two sons, accompanied by Mrs. J. A. Bockman's parents, visited at the home of their sons, Thomas and R. M. Norman at Des Moines, Iowa.

Henry Ralph Viggers, 69, Frisco railway conductor for 36 years, died at his home in Springfield. Born in Dorchester, England, Mr. Viggers came with his parents to Lincoln, Neb., when a boy of 7. He later moved to Thayer and then to Jonesboro before coming to Springfield in 1919. He was a member of St. John's Episcopal Church and also a member of the Order of Railway Conductors. He is survived by his wife, two sons, Gerald H. and Clyde T. Viggers, two sisters and two grandsons, Jack and James Viggers. We all extend our sympathy to the entire family.

### COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

Louis Langel has just returned to work after an absence of about two months, seven weeks of which he spent as a patient in the Frisco hospital at St. Louis, where he underwent a major operation. Louie is very loud in his praise of the hospital staff for the excellent care he received at their hands.

Bert Carpenter tells us he is taking up housekeeping again while the Mrs. spends two weeks' visiting relatives in Chicago, Aurora and Champaign, Ill.

Ben Reaves, air brake man, has just recently purchased a new home in the Wyandotte section of Kansas City, Kans.

Ed Hatton is now more convinced than ever that the hoodoo of Friday 13th does not apply to him because his suburban home in Hickman Mills, Mo., escaped unscathed on October 13th, when fire entirely destroyed his next door neighbor's home.

Charles Carpenter, son of coach painter and Mrs. Bert Carpenter, and Miss Marie Peeler, of Memphis, Tenn., were married on October 15th. We wish this young couple a long and happy life.

Cafe-Lounge Car No. 1504, after being thoroughly overhauled at Springfield West Shops, where air conditioning and automatic heat control were installed, was placed in service on the Kansas City-Florida Special on September 22nd. This is indeed a very beautiful car and the force at West Shops are to be complimented on it.

Jim Reaves has traded his Kansas City, Kansas, residence for a seventy-acre farm three miles west of Osceola, Mo.

### LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Mr. Orvill and Miss Iva Fite attended the Century of Progress at Chicago.

Miss Margaret, Dorothy and Jane Malone were St. Louis visitors. They also attended the Pittsburgh and Cardinal ball game.

Fred Wilson and family motored to St. Louis to see the Veiled Prophet Parade.

Mr. and Mrs. D. B. Ege and Bob visited home folks in Springfield.

Mrs. Walter Harpe and family were visitors of C. Roach.

Mr. and Mrs. C. D. Ward and family spent a week's vacation in Neodosha, Kansas, recently.

Mrs. H. W. Fuller, Gene and Frank visited Mr. and Mrs. O. J. Painter at Springfield where Gene and Frank enrolled in State Teachers' College.

Mrs. S. A. Montgomery attended Grand Chapter of Eastern Star in St. Louis.

Mr. and Mrs. E. F. Fuller were St. Louis visitors recently.

### LOCAL No. 18—BIRMINGHAM, ALA.

W. A. MYERS, Reporter

Bill Austin, machinist apprentice has traded his Chevrolet for a new model Ford coach.

C. Fleck, welder, went to Chicago last month-end and took in the World's Fair. He reported a fine time while there. He also attended a convention of welders, which was held while he was there.

The boys have been very busy practicing volley ball lately, as they have some match games slated to play in the near future.

W. O. "Kid" Lee, machinist, has been on the sick list again, but we are glad to report that he is now able to be back at work.

Gene Purdy and wife were among those who attended the Fair at Chicago last month-end. They reported a fine trip.

L. D. Criswell, machinist, was sent to Thayer, Mo., to fill a job which has recently been opened there.

G. H. Fleming, machinist, took advantage of the lay off last month-end and visited friends at Springfield, Mo. He also visited with W. F. Lawson, formerly machine shop foreman here.

### WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

Among the visitors at the Century of Progress Exposition the past month were Mr. and Mrs. W. H. Brooke.

Miss Ruth Buck, daughter of Mr. and Mrs. Arthur Buck, and Mr. Clifford Carter, of Hartville, were united in Marriage at the home of the bride's parents, October 7th. Congratulations and best wishes of the entire department go with this splendid young couple, who will make their home on Mr. Carter's farm near Hartville.

Henry Potter has eventually tired of rural life and moved to town. They are now living on East Dale Street, Springfield, having moved from Stratford, October 1st.

Cool weather of the past few days has stimulated the demand for service in our department, getting heating equipment shipshape.

Chas. Robinson, with force of men, has been making numerous changes in the heating system at the general office.

Roy Myers and Virgil Losey have resumed their shifts at the south side heating plant for the winter season.

We are proud of the new smoke stack recently erected by this department under the supervision of W. H. Brooke.

Gordon Mann has accepted a place in the sheet metal department at the west coach shop. Glad to see him advanced.

William Losey is improving slowly since returning from the hospital in St. Louis.

### LOCAL No. 5

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

While congratulations were being gladly extended to Mr. Peck, formerly pipefitter at Lindenwood, on his opportunity to return to the west shops at Springfield, it is with regret that we lose Mr. Peck and his charming family—our loss is Springfield's gain.

Dexter Tobias, chief clerk to Mr. Gillespie, has just returned from a visit in Chicago.

Coy Barnett's 7-year-old daughter was struck by a truck while coming home from school, September 21. One of her legs was broken and she was bruised considerably.

Roy Whitehead visited relatives in Long Beach, Los Angeles, and Sacramento recently. While visiting at the latter place he went deer hunting with his brother; however, his visit was cut short by illness from which he is now recuperating.

Mr. and Mrs. Wallace Dilithy are the proud parents of a seven and one-half pound boy, born October 4, named Wallace, Jr. Mrs. Dilithy was formerly Maxine Hosang.

Henry Prugger and Lois Prosser were married Saturday, October 14. John Barbaglia was the best man. We wish the newlyweds much happiness.

The following men and their families attended the Fair in Chicago since the last writing: W. J. Ficke, C. J. Myrick, O. L. Baker, Wm. C. Christoffel, Ernest Carriger, Charlie Turner and L. E. Jason.

Ted Barnett had the bad luck to sprain his ankle and break his thumb while playing ball, September 17.

Andy Brayfield is back to work after a long absence on account of illness.

Frank Schoenemann, stationary engineer, was retired the first of the month on account of having reached the age limit. Floyd Killingsworth, who has been extra for several years, is on the job vacated by the former.

Schoenemann was presented with a gift from the boys as a token of remembrance and gratitude.

From the bulletin board we obtained the following item: Mike Warren, engineer, was buried October 3. He was the father-in-law of Louis Gaskell, air brake man of Chouteau Ave.

### LOCAL No. 2—WEST LOCOMOTIVE SHOP—SPRINGFIELD, MO.

VIRGIL B. SMITH, Reporter

Mrs. Leo Herberger and sons are visiting friends and relatives at Tishomingo, Okla.

Emmett Davis has purchased a new Chevrolet.

I. G. Holt, machinist, has been confined to his home on account of illness. Hope he will have a speedy recovery and return to work soon.

Claude Atteberry, fireman in the power house, has purchased himself a New Dodge.

The mechanical department employees enjoyed a Mulligan stew during the noon hour of September 30th. Chef "Snipe" Reddick prepared the stew, being assisted by a number of helpers. It was unanimously declared by everyone to be the best ever. Officials attending were Mr. Potts, Mr. Claypool and Mr. Lamb.

Wm. McFarland has purchased a new Dodge.

Cap Wight, painter, is confined to the Frisco hospital on account of illness. We surely wish him a speedy recovery and hope he returns to work soon.



# Frisco Family News

## EASTERN DIVISION

### PURCHASING DEPARTMENT ST. LOUIS, MO.

W. L. RITTER, Reporter

Members of the purchasing department were grieved to learn of the passing of Grace McEvoy's mother on September 18, 1933, and we join Mr. Wood in deep sympathy with Grace and other members of the bereaved family.

Bernice Hower just returned from a vacation spent in New York. She says, while it is a nice town, she prefers to live in a large city like St. Louis.

Vacations being over, and since three-fourths of our family have visited the Fair, there is nothing left to do but fish through holes in the ice.

E. E. Bell, our material inspector, drops in regularly, but since the depression hit us, cigars are past tense. It looks as though R. B. McBride and yours truly will have to stay on a smoking diet for some time.

R. E. Drake now has competition in our office with our lumber clerk, Jack Holleraft.

Our John Daniels tells us he had quite a time breaking Herby Clay in to running his new machine. Herby insisted on stopping every mile to put a quarter in the meter.

A few weeks ago Misses Barbara Murray and Mae Beaman went on a short sojourn to the cities of Dallas and San Antonio, Texas. It is the writer's understanding that George Wood happened to be in the City of San Antonio at the same time as the young ladies. The three enjoyed a sight-seeing trip of the city together. Mr. Wood visited friends in Ft. Worth also.

Little Miss "Peggy" Gaylor, two-year-old daughter of Mr. and Mrs. Paul Gaylor, underwent a tonsil operation a few days ago. Mr. Gaylor reports she is feeling her little self again, which was evidenced by her enthusiasm over Walter Disney's "Three Little Pigs".

H. G. Mayabb, of Flagstaff, Arizona, paid a short visit to his brother, E. A. Mayabb, Wednesday, the 11th. It was the first time the brothers had been together in eight years.

### AUDITOR-REVENUE DEPT. ST. LOUIS, MO.

E. L. KOHRING, Reporter

Those who attended the Frisco Men's Club dance, held Saturday night, October 7, at the Century Boat Club, had a wonderful time.

E. V. Ashworth and family spent a few very pleasant days visiting the Fair in Chicago.

Now that the baseball season is over, we are wondering what Tom O'Neill is going to do for excitement.

Better late than never, so we offer our best wishes to Mr. and Mrs. James R. Murray, who were married last month.

This also goes for Mr. and Mrs. Harvey Freese.

Eddie Volkert and Bob Bacon are home ill, but we hope they will be back with us again before this goes to press.

Bob Tschamper had another of his successful fishing trips at Bagnell Dam a few weeks ago. Bob stated his success was due to the fact Bill (Trigger) Egen returned his fishing sack which he borrowed about a year ago.

### SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Mrs. Frank Kennedy, wife of signal maintainer, Fairland, is visiting in Houston, Texas.

Mrs. H. W. Walt, wife of signal maintainer at Thayer, has returned to her home from a trip to Memphis.

Walter Miller, son of signal maintainer M. J. Miller, at Lebanon, is spending some time in Kansas City.

S. L. Uhr, instrument tester, recently visited his mother and attended the Century of Progress Exposition in Chicago.

We extend our sympathy to the family of C. B. Meek, signal maintainer at Fort Scott, account the death of Mrs. Meek, September 21.

G. W. Cathcart, pensioned signal maintainer, passed away, after a lingering illness at Rogersville, Mo., on September 22, and was buried at Maple Park Cemetery, Springfield. We extend our sympathy to the bereaved family and friends.

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

DOROTHEA HYDE, Reporter

Call out the police department—for Emmett Mayabb has been robbed—robbed of every shirt to his name, after just having replenished his supply—robbed of all his socks and a shotgun—and the saddest of all, John Charles' pennies were taken, making this a first class, up-to-the-minute robbery. To make the above sound not quite so intricate, guess we might as well fess up and admit the the "big bandit" was tracked down and all the Mayabb shirts were regained, with an extra one pitched in, as well as all other articles taken.

The many friends of Miss Marion Louise Crowe offer congratulations on her recent marriage to James A. House, of Marionville. Members of this office will recall Miss Crowe as the daughter of Mrs. Gertrude M. Crowe, formerly one of the storeroom employees.

Mrs. J. E. Roberts, of Dallas, Texas, was a guest of Miss Maude Bedell the 21st, 22nd and 23rd, enroute to Chicago to visit her daughter.

Happy days are here again! "Hap" Gibson has been to the Fair. He made the trip during the 24th and 28th of September.

Carl Keiser has been absent from the office for a few days with a fractured rib. In cranking his car, it kicked him. He is back on the job again, though, as spry as ever. Olive Bernet, messen-

ger at the South Side building, worked in Carl's place while he was away.

This office extends sincere sympathy to Emmett and George Wood, in the recent loss of their brother-in-law, W. L. Sharp, of Mountain Grove, Mo.

### MONETT YARDS

LINZY LLOYD, Reporter

Ernest Mitchell, helper on the 11:59 p. m. engine, is confined to the hospital in St. Louis, having been operated on for appendicitis. From all reports, Ernest is getting along nicely.

J. H. McTigue and Mrs. McTigue have returned from a few days' visit in St. Louis, where they visited relatives and friends.

Fred Williams, helper on the 11:15 p. m. job, was off duty for a few nights, account of sickness. At the present writing he has recovered sufficiently to be back on his old job again.

J. A. Griffith, foreman on the 11:15 p. m. engine, attended the Century of Progress in Chicago. His only regret since coming home is that he couldn't stay longer.

W. L. Cannady boasts of his fine apple yield from his little twenty-acre tract, purchased recently. He reports gathering sixteen hundred bushels of apples and has found a desirable market for the most of them.

### TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

F. M. Barry, telegrapher "S" office, resumed duty September 5, after having spent two weeks' vacation in Chicago and Indiana.

C. A. Craig, night chief operator, returned, September 20, from a few days' fishing trip at the Lake of the Ozarks. He brought home enough fish to prove that he had splendid luck.

G. A. Burd, late night chief, "S" office, returned, October 5, from a two weeks' vacation spent in Chicago and Louisville.

C. B. Crump, telegrapher, and family spent October 1 and 2 visiting in Kansas City.

Maynard Lutes, telegrapher from the Western division, bumped back in to "S" office, October 4, on an extra trick.

Extra Operators P. E. Paulsell, R. A. Pearson and D. M. Pickel have been employed in "S" office more or less during the past month, making vacation reliefs.

Miss Nellie Patton, PBX operator, was absent account vacation during the week of October 15. She was relieved by Miss Edna Bennetzen.

It has been quite a while since we have had any news from our reconstructionists. Foreman C. D. May and his gang are now at Rosedale, Kansas, working the following linemen and groundmen: E. C. Dailey, Efton Rantz, Robert Mitchell, Vester Henry, Eugene C. Holt, Percy W. Mead, Finis E. Massey, Haywood Gradner, David A. Standridge, James E. Coates, Benjamin Watkins, John A. Stockton; John H. Atkinson; Joseph A. Gelling; Geo. Baty; Edward Brown, Oscar E. Hudson, George Trask, Edmund E. Gilmore, John F. Henry, and Benjamin Pierce.



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

PEARL A. FAIN, Reporter

Robert McCrory was another fortunate one to attend the World's Fair at Chicago the past month. While gone, however, his home was robbed of clothing, his gun and two watches.

Paul "Jerry" Schultz, a former employee of the general store, came back to see old friends recently. He is now in the grocery business on West Phelps.

A number from this office "inspected" the new Federal Hospital, southwest of the city, September 24. The dedication services were held on the 22nd, and thousands of people were privileged to inspect it the three days following. Jack Gannon says 17,000 went through the day he was there and 16,000 of them were there when he was.

T. E. Alsop was forced to be off a week, account illness, and Elmer Eastburn is off at present. It was necessary that he spend several days in the hospital. We trust he will soon be back with us.

Those who have children in school for the first year, tell us they are requested to bring a rug to school, and at a given time each day, they lay down and take a rest on it. Sometimes we wish we were starting to school again.

Mr. and Mrs. C. C. Meyer recently drove to Chadwick, Garrison, Bradleyville, Froysythe and other places of interest, and enjoyed the beautiful autumn colors.

Mrs. L. H. McGuire left, October 18, for St. Louis, where she intends spend-

ing a week with relatives and friends.

Sincere sympathy is extended to Christopher Peck, retired B&B man, whose wife died September 30.

# **OFFICE SUPERINTENDENT TRANSPORTATION**

EULA STRATTON, Reporter

H. P. Chranford took a couple of days' vacation and did some squirrel hunting up near Ulrich, Mo.

Clara Alderfer spent a week at Holister, where she caught 50 Crapple and Bass and that's no fish story either.

Myrtle Vane and her mother took a ride on the train going to St. Louis, Tulsa and Sapulpa, visiting relatives.

Nelle Ross journeyed to Kansas City where she enjoyed some good shows and a musical.

Emma Granade also enjoyed a part of her vacation during October, just putterin' around in the sunshine and autumn leaves.

These crisp cool days have made some of us realize that wild geese were flying high and southward—at least we thought they were, but at any rate we are sure about the story flying over and leaving T. H. Wommack a very dainty 6-pound granddaughter, Mary Nell Ferbrache. Mary Nell's mother was formerly Miss Mildred Wommack. Congratulations!

Another demure young lady we are

all very fond of is Jacqueline Anne "Biddy" Clayman, who is here from Los Angeles, Calif., with her mother and daddy, the J. E. Claymans, visiting Daddy Lyons, Auntie Florence and Catherine. We'll be sorry when her visit is over.

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

ILA COOK, Reporter

As Father Time goes on his way, there has been many changes in the personnel of the accounting department. Now we have lost Miss Julia Gossett, who has resigned and returned to her home in Memphis.

Miss Marjorie Renshaw, formerly employed in office of superintendent transportation, has been assigned position of comptometer operator vacated by Miss Gossett.

H. H. McGarvey, extra clerk, has been assigned the temporary position of assistant bill and voucher clerk.

Mrs. C. M. Wilson is in the Bell Memorial Hospital, Kansas City, Kansas, where she has had a number of operations on her eye. At this time she seems to be improving. We hope to hear that she is home within the next week.

W. R. McDonough is working as extra clerk during the inventory work in this office.

Mrs. W. O. Long, Fort Scott, Kansas,

# **SERVICE ICE COMPANY**

Eastern Junction, Frisco Railway  
SPRINGFIELD, MO.

WHOLESALE ONLY—CAR LOADS

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# What killed the Canary?



"IT'S as plain as the pipe in your face," the wife insisted, and she was right. But no canary ever fainted from good tobacco smoke.

Husbands, let this be a lesson. Give that musty old briar "the bird." Pick yourself a good pipe . . . and a good, mild smoking tobacco. Specifically, try Sir Walter Raleigh's satisfying mixture of rare Kentucky Burleys kept fresh by gold foil. It has marched to the front in four years. And it has marched pipe smoking to the front of the house because of its fine fragrance and richness. Any tobacco store will sell you this tobacco that will turn the saddest canary into a bluebird of happiness.

Brown & Williamson Tobacco Corporation  
Louisville, Kentucky, Dept. K-311



It's 15¢—AND IT'S Milder

was the guest of Miss Ila Cook and her mother recently. Mrs. Long was on her way to visit her parents in Caruthersville, Mo.

Miss Louise Bean, daughter of Mr. and Mrs. K. C. Bean, has been chosen as Young Peoples' Leader for the First Baptist Church in Springfield. Miss Bean is more than qualified to fill this position as she has a charming and lovable disposition. She is a graduate of Southwest Baptist Theological Seminary, Fort Worth, Texas, and has worked with young people for a number of years.

Mr. and Mrs. Ralph Vincent and children, of Camdenton, Mo., spent the week-end with Mrs. A. W. Fay and daughter, Ila.

The Golf Club of Bolivar had quite a discussion as to who could walk to Springfield in the shortest time. George Lodge, court reporter at Bolivar and former secretary to the general manager, walked the twenty-eight miles in seven hours and thirty minutes, thereby winning the "jackpot" containing \$25.00.

Our sympathy is extended to the family of H. R. Viggers, who died on October 15th. He had been a conductor for more than thirty-five years, most of that time on the Southern division. His death was very sudden, although he had not worked for about two weeks. He was an uncle of Mrs. A. E. Biggers, who accompanied the family to Tablerock, Nebraska, where interment was made in the family cemetery.

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

DAZEL LEWIS, Reporter

Carl F. Smith, formerly of this department, was a recent caller. He was in Harlingen, Texas, during the recent hurricane at that point and states it was a terrible experience.

Misses Katherine Hurt, Clara Erms and Gertrude Whitaker each spent several days taking in the Fair at Chicago. But George Reed "done" the Fair between daylight and dark, one day. That is just like High Speed George.

Mrs. H. H. Fuller, wife of stationary engineer Fuller, Enid, Okla., and sister of C. E. Martin, of this department, has returned home after a very pleasant visit in the Ozarks.

Mr. and Mrs. G. C. Roop attended the fiftieth wedding anniversary of Mrs. Roop's mother and father at Seymour on October 14. The mother of the groom was present and the following day, October 15, was her 93rd birthday. Four generations were represented.

R. D. Gilbert, secretary of the Frisco Bowling League, reports the organization performing smoothly with plenty of interest.

## TELEGRAPH NOTES

HELEN Y. FELLOWS, Reporter

G. W. Greener, first trick SP Springfield, and wife were visitors to the Century of Progress in Chicago.

D. Cresswell, third trick Pacific, was on the sick list for a few days. J. F. Lick relieved him.

E. W. Cheatham is working the agency at Robertsville during the absence of J. M. O'Halloran, who is in the Frisco hospital for an operation.

C. R. Sally, first trick Pacific, and wife attended the American Legion Convention in Chicago, taking in the Fair on the side. J. F. Lick relieved him.

## OFFICE OF GENERAL MANAGER

ORVILLE COBLE, Reporter

George Harrison, who has been in

I'LL GIVE YOU  
MONTHS MORE WEAR  
.. AND TWICE THE  
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WANT overalls that wear longer? Overalls that won't wash thin and flabby . . . that hold their "body" . . . shrink far less?

Then buy Lee Overalls. They're made of genuine Jelt denim—as different from ordinary standard denim used in 9 out of 10 overalls as broadcloth is from cheesecloth.

Jelt denim is woven so close, so tight, so strong that 1716 extra feet of yarn are used in each pair of overalls. Long wear is literally packed into Jelt denim.

No other overalls give you Jelt denim—or anything equal to it. Jelt denim is an exclusive Lee material.

And no other overalls give you such a full measure of satisfaction—wider legs; patented shield back—suspenders won't slip off shoulders; deeper pockets lined with boat sail cloth—won't wear through; corded buttonholes—won't wear out; U-shaped crotch—won't bind.

You can enjoy this extra Lee comfort and save money, too, because Jelt denim gives you double wear.

**FREE!** Write for Free Time Book, sample of Jelt denim and name of nearest Lee dealer.

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**DEALERS:** We have a simple plan to put over a sound basis. Unique Jelt denim display ties up with Lee quality. Write for it. **FREE!**

California for the past year for the benefit of his health, has now returned to work. George, we are glad to report, is looking fine.

Miss Mildred LeBolt was off a few days this month because of illness.

V. B. Gleaves is again a part of the general manager's office, now acting as secretary to Chief Clerk Hilton.

### MONETT LOCOMOTIVE DEPT. NEWS

MARGUERITE FROSSARD, Reporter

As a delegate from the Verona Masonic Lodge, J. C. Alderson, machinist, attended the Masonic Grand Lodge in session at Kansas City the first of October. He was accompanied by Mrs. Alderson, and from there they went to Chicago for a tour of the Century of Progress Exposition, and to attend the National Convention of the American Legion. Lots of excitement and a grand time!

Miss Pansy Messmer, daughter of W. H. Messmer, coach truckman, is recuperating from an appendicitis operation which she underwent at Dr. West's Hospital the latter part of September.

And, to continue the hospital bulletin, Marguerite Planchon, daughter of Peter Planchon, hostler helper, submitted to a similar operation at the Ozark Osteopathic Hospital at Springfield, October 6, after a sudden attack of the painful illness.

Mrs. W. F. Brandt spent the first week of October in the famed city of racketeers and gangsters, enjoying the wonderfully interesting and inspiring exhibits at the Fair.

Mr. and Mrs. T. L. Hanlon, locomotive inspector and wife, have just returned from a vacation spent in Chicago, where they visited friends, and joined the mammoth pilgrimage to the exposition of wonders and progress.

### MILL STREET PASSENGER STATION—SPRINGFIELD, MO.

W. S. WOOD, Reporter

It seems that "Cap" Jordan slipped one over on us by turning his World's Fair visit into a wedding trip.

We regret to hear of the death of H. R. Viggers, Southern division conductor, whose son, Gerald H. Viggers,

formerly worked with us in the ticket office. We extend our sincerest sympathy to Gerald and to the other members of his family.

Passenger business from Springfield to the Century of Progress in Chicago has been very gratifying throughout the summer. We had a substantial increase in August and September over last year, and while the final figures are not yet available, we know that we have made a good showing in October.

Wherever possible, the Pacific Whaling Company moved its whale-exhibit car over the Frisco while in this territory, for which we are duly thankful. While the exhibit was in Springfield, the car was parked close to the passenger station and was so advertised. This seemed to give the townspeople an impression that we had some connection with the whale and the ticket was the proper place to get information about it. Consequently we were deluged with telephone inquiries every evening about admission prices, the age, size, and weight of this particular whale and the personal habits of whales in general, which left us a trifle nonplused. The most frequent question was "Is the whale alive?" We wonder what sized aquarium would be necessary to comfortably accommodate an adult whale.

### OVERCHARGE CLAIM-REVISING DEPARTMENT—ST. LOUIS, MO.

JOE KOEHLER and HAROLD DOERR,  
Reporters

The office was shocked at the sudden passing of young Howard Lawson on October 5. Howard was everybody's friend, and will be sadly missed.

Eddie Metz was one of the last to take his vacation, and spent his time driving around Missouri. J. G. Clark was in charge of the group during his absence.

We hope Joe Manion's left eye has fully healed by this time. It looked for a while that we might have someone to rank along with one-eyed Connally, Floyd Gibbons and Wiley Post.

Yassuh, Andy Roach was well pleased with the outcome of the World's Series. Did you see his collection of old-time ballplayers from the gay nineties? Now the argument is, could they have beaten the Giants? More fuel for the Hot Stove League.

Charlie Sprich is raising a Hitler mustache, Elmer Kohring is reappearing in his black shirt, and Finnerty is regaining his old fire. What's the matter, boys, going to start a revolution—or something?

By the way, "Mussolini" Kohring has had several close shaves lately. Maybe the reduction in the price of razor blades accounts for it. Now, Elmer, what was it you were going to write about me?

If you weren't at the Men's Club dance, come to the next one and see what the best dressed railroad men's wives are wearing.

That dance tariff must have gotten the best of Cecil Zvorak, for he surprised us by bringing his wife out of seclusion and showing her to the crowd. Now, bring her in again, big boy.

"Sheiks" Eddie Peters and Johnnie Pipkin weren't there to give the girls a break. How come? Afraid of the big bad wolf?

At last it's out. Dalton says that the secret of his athletic figure is cork ball. He'll take anyone on, at any time.

Our mysterious Mr. Zilch—Freddie Sontag and his brief case.

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CAPITAL AND SURPLUS \$1,000,000

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**OKMULGEE, OKLAHOMA**

We appreciate your account.  
Capital and Surplus \$350,000.00



It won't be long now, Mr. Brendel, till it's all over. Paul has been our official scorekeeper on the prohibition amendment.

## SOUTHWESTERN DIVISION

OFFICE OF TRAFFIC MANAGER  
OKLAHOMA CITY, OKLA.

LUCILLE BATTEN, Reporter

E. T. Connor, city ticket agent, and wife spent two weeks visiting relatives and friends in Canada. They are back, and Ned says they had a perfectly lovely trip.

J. B. Meffert, formerly of the city ticket office, Tulsa, and recently of Joplin, was with us at the city ticket office two weeks this past month, relieving Tom Underwood, who, in turn, relieved E. T. Connor.

We all wish to extend our heartfelt sympathy to Dewey Hickox, of the city ticket office, Tulsa, formerly in the traffic department here, in the loss of his mother, who passed away at her home here, September 24.

Roy Hughes has been under the weather lately and was off work one day, account of some trouble with the old ribs. You readers will recall Roy was in an automobile accident several months ago and broke a rib or two.

Our first dance this fall was quite an affair. We had a lovely crowd, and even old man weather was accommodating enough to turn off cool to give us a good send-off. We also had one of our largest crowds yet at the business meeting.

We have had a number of World's Fair tours and special excursions this past month. We had approximately 30 people in two parties to the Fair, one the American Legion on September 30, and another Knights Templar tour on October 8. We also had 65 people on our football excursion to Tulsa, October 7, for the T. U. vs. O. U. game.

We feel the new superior schedule, which was worked out at a joint meeting of Seaboard Airline and Frisco officials in Birmingham, October 6, will result in greatly increased movement from this territory to North Carolina points through Memphis and Atlanta.

TRAFFIC DEPARTMENT  
TULSA, OKLA.

MARGERY O'BRIEN, Reporter

The Frisco Ladies' Club held its first meeting of the fall season Monday, September 18. Mrs. Howard Hale, vice-president, presided. We had an attendance of twenty-two ladies, which we considered very good, due to a number of our members being away on vacations. A lovely luncheon was served, and after a short business meeting, we adjourned. We were very glad to have as our guest Mrs. R. M. Page, wife of Mr. Page, agent at Tulsa, formerly of Vinita, and Mrs. Short, wife of maintenance clerk, who recently moved to Tulsa.

We were surprised by a visit from George Harrison, former chief clerk at West Tulsa. Mr. Harrison just returned from a six months' stay in California, account of ill health. We were glad to see him again and to note the nice improvement in his condition.

Glad to report to the various members of our club, and many friends, that Mrs. R. W. Berry, wife of soliciting freight and passenger agent, this office, has recovered from her recent illness.

We all extend our sympathy to Dewey Hickox, ticket agent, passenger department, and family, over the recent loss of his dear mother.

The Frisco Employees' Club held a special meeting on Friday evening. Sep-

tember 6, for the purpose of getting together for the winter season. Plans are now under way for a dance sometime in the near future, date has not as yet been set.

We were pleased to have as our guest at the meeting, on Friday evening, Miss Martha Moore, assistant editor of our Magazine. Miss Moore came to Tulsa by special request of the club, for the purpose of stimulating interest among club members. Miss Moore made a very interesting talk and did much good by word pictures of the activities of other clubs.

W. L. Pendleton, soliciting freight and passenger agent, this office, is leaving on Saturday to accept a position in the operating department, as agent at Vinita, Okla. We have been associated with Mr. Pendleton for eight years, and while we are all glad to see him get the promotion, we regret to lose him as a member of the traffic department.

We enjoyed some nice passenger revenue, due to the recent convention of the American Legion at the Century of Progress. We operated two extra chair cars for the accommodation of this party, and one extra baggage car, having 91 Legionnaires on the "Meteor" the night of September 30, and another nice party on No. 4, same date.

OFFICE OF ASSISTANT  
SUPERINTENDENT  
WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

A very interesting Accident and Freight Claim Prevention Meeting was held at Tulsa, October 13. There was a good attendance and a splendid meeting was reported. Mr. Payne, traffic manager, was present and made a talk on traffic that was interesting and instructive. And last, but not least, we had on exhibition the Merit Cup that was awarded to the Southwestern Division and Tulsa Terminals for the third quarter, for having the least number of personal injuries. We are very proud of this cup and hope we will be able to keep it in our possession for some time.

Bill Finnegan, 17-year-old son of Mr. and Mrs. C. E. Finnegan, has returned from his European jaunt. Bill is the Tulsa Scout who attended the Jamboree in Hungary, a write-up of which appeared in the August issue of our Magazine. Prior to and following the Jamboree, he made a lone tour of France, Germany, Belgium, Austria, Switzerland, England and other parts of Europe. He reports a marvelous trip, but says, "It sure feels good to be back home". We are glad to have you back, Bill, and are proud to claim you as a member of the Frisco family.

It was with deep regret that employees of this division learned of the sudden death of F. Thornton, engineer, September 19. Sympathy is extended to his family.

Mrs. G. R. Warren and sons, R. L. and G. R., Jr., visited the Century of Progress at Chicago, and on their return left G. R., Jr., at Quincy, Ill., where he will enter the Chadwick Military School for boys.

And speaking of the Warren family, G. R., Sr., has returned from a fishing trip at Spavinaw, and proudly mentions a seven-pound two-ounce bass which he caught on this trip.

C. A. Corbin, yard clerk, has returned to duty after an absence of several days, account of illness. During his absence he was relieved by F. Lance.

Mr. and Mrs. O. E. Guin have been enjoying a visit from the former's mother and sister, Mrs. Carl Walker and little son, who reside at Port Arthur, Texas.

Mr. and Mrs. G. W. Moses have gone to Detroit, Mich., for a visit with relatives. During their absence they will also visit the Century of Progress at Chicago.

# FIRST



Ask yourself

—as a railroad man—what

is the most important part of your

equipment for your job? The answer in most cases will be the same—a modern, dependable watch! That comes first. You can't afford to carry a timepiece full of uncertainties. Not while you can get an Illinois Bunn Special Elinvar so reasonably.

The Illinois Bunn Special Elinvar is different from the ordinary railroad watch. It has a 60 hour mainspring which assures constant pressure. It has a rustless Elinvar hairspring and monometallic balance wheel. Magnetism or temperature changes cannot seriously affect its timekeeping qualities.

Ask your jeweler or time inspector to show you the Illinois railroad watches—together with the new Illinois strap and wrist models. Priced from \$32.50 up. They now have Elinvar, too! Write for the free booklet, "Elinvar". Address Dept. R, Illinois Watch, Lancaster, Penna.

Watches illustrated: BUNN SPECIAL ELINVAR Model 108. In 10K filled yellow or combination 14K white and yellow filled gold. 21 or 23 jewels. LYNETTE is a small Elinvar wrist model, 15 jewels, in 10K filled white or natural yellow gold.



# ILLINOIS

GREATER VALUE ELINVAR

## Watches



## RIVER DIVISION

CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

Well, the World's Series is over and my team won. However, there are quite a few going around with long faces!

Mrs. J. M. Shy, wife of Conductor Shy, visited friends in Cape Girardeau and Chaffee recently.

Miss Marguerite Reynolds, daughter of retired engineer J. P. Reynolds, spent several days in Chicago attending the World's Fair.

Chas. G. Moeder and son, Richard, spent a day in St. Louis recently, visiting friends.

Clay Smith, operator at MQ Tower, has again resumed his duties after an absence of about two months, which time he spent in the Frisco hospital in St. Louis.

O. E. Daughtrey is our new assistant superintendent, having taken the place of J. L. Mumma, who is now assistant superintendent on the south end.

## SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ELIZABETH GRIESHABER, Reporter

C. B. Crocker, operator, is spending a short vacation in Chicago, taking in the Century of Progress.

Miss Martha Reynolds, of Hayti, relieved Miss Anne Guethle, stenographer, who, together with her mother, was called to St. Louis October 11, on account of a death in the family.

E. O. Daughtrey, of Enid, Okla., has been transferred to the River division as assistant superintendent.

Quite a large number of friends met at the home of Birl Thompson the

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For Health and Comfort

You get real results from this improved, well made, sensible cap—all washable and does not blind your head.

A standard of value for 27 years. Quality and good workmanship is guaranteed, and you will always find the name KROMER in every cap you buy. Without it you know they are inferior imitations.

If your storekeeper does not have Kromer Caps, give us his name or write us direct, stating size and color you desire.



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Woolen Winter  
With Ear Band

Black, Blue Stripe,  
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49c Each

Oxford or Blue, 4  
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Oxford, Black or  
Blue, 6 Piece Top,  
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## KROMER CAP CO.

430 N. Water Street

Milwaukee, Wis.

# Use LAVA SOAP to get the grime off quickly

**Watch out for ground-in dirt  
at these 3 points**

Does the soap you use get your hands really clean around your knuckles and fingernails? If not, watch out! That is where you get most nicks and scratches. That is where many hand infections start. Lava helps prevent hand infections because Lava gets even ground-in grime in less than a minute.

## ... if you want to guard against hand infections

Any doctor will tell you that almost all hand infections are caused by dirt getting into open cuts. It is important, therefore, to make sure that when you wash your hands you get *all* the dirt.

Lava Soap gets all the dirt—in less than a minute. Lava's thick, heavy lather gets the surface dirt (ordinary soaps stop there). Its fine powdery pumice gets the ground-in dirt. Glycerine and other soothing

oils protect the skin—help heal any nicks or scratches.

And Lava kills germs. Against many types of germs Lava is 5 to 10 times as deadly as carbolic acid.

Get a cake of Lava today. Besides killing germs; it lasts 3 times as long as ordinary soap.



A Procter & Gamble Product

## Gets the dirt... protects the Skin

evening of September 29, bringing with them all the necessary refreshments for a party, as well as a wrist watch, which was presented to Mr. Thompson. Mr. Thompson, who was formerly file clerk in this office, left October 1 to enter the Modern Woodmen's sanatorium at San Antonio, Texas.

Mrs. Ray Fatchett, wife of clerk, departed for Hot Springs October 16, where she will join her mother, who has been visiting there for three weeks.

C. McBroom spent a week's vacation in Chicago, taking in the World's Fair.

## NORTHERN DIVISION

### OFFICE OF SUPERINTENDENT FT. SCOTT, KANS.

BLANCHE BICKNELL, Reporter

Brakeman Harry Waters and wife have returned from Birmingham, having been there for several weeks, account sickness and death of Mr. Waters' father.

Conductor R. M. Clark and family are spending a few days' vacation in Chicago.

General Agent E. A. Miller and wife have returned from a vacation spent in Chicago.

Yardmaster E. L. Woods has been laying off several days account sickness of his wife. Yard Clerk Herman Clark laid off a few days this month. Extra Clerk L. J. Timberlake substituting for him.

Miss Helen Roberts, a former Frisco employe, was a recent visitor in Ft. Scott. Miss Roberts is now working for an oil company in Albany, Texas.

Conductor J. G. Sanderson and family are moving to Muskogee, Okla., where they expect to make their home in the future.

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

TOM KEHOE, Reporter

May we extend our congratulations to Alonzo J. Finn, roadmaster, and wife, upon the arrival, September 21, of a baby girl, weighing 6 pounds and 6 ounces, whom they have named Francine Elizabeth.

Glenn C. Ballenger, messenger, and wife, are also the proud parents of a 6-pound baby girl, who arrived at 10:00 a. m., September 17, and whom they have named Bonnie Lee.

Leo Sams, switchman, was called to Raton, New Mexico, September 28, account the death of his father-in-law.

Wish to extend sincere sympathy to the family of Tom Connors, former Frisco yardmaster, who passed away October 8. He will be sadly missed by the many friends he has made while serving the Frisco as yardmaster at Rosedale and 19th Street Yards. He left the service several years ago to become an employe of the City Water Department.

The landscape around the Terminal Yards is being greatly improved by the razing of the old flue shop. The old structure has been a familiar landmark for many years and its length of service has won it a deserving rest.

Another change that will not only improve the looks of the yards, but will afford much more space for handling our hoped-for increase in business, is the destruction of obsolete equipment. There were 200 such cars to be destroyed in the Rosedale Yard, and October 14 they had completed the destruction of 115. At the present rate of seven cars per day, it should not take long to finish the job. This undertaking necessitated welcome employment for some 25 additional men.

## WICHITA, KANS.

LOTA L. WILLIAMS, Reporter

Now that we have survived old Friday the 13th, guess our next big day will be Thanksgiving. These balmy October days are enough to give anyone the wanderlust and those who are enjoying late vacations are Miss Lenna V. Wilson, stenographer in local freight office, who is visiting relatives in Missouri and eastern Kansas this week.

H. A. Marshall, rate clerk, with Mrs. Marshall and their two children spent a few days vacation in Los Angeles during September.

Ward H. Walker, switchman, and Mrs. Walker recently returned from Chicago and other points east, visiting the Fair, etc.

Fred Cogdell, conductor 349-350, Wichita and Ellsworth, is now in the east and I understand he will visit Niagara Falls, Buffalo and Detroit, stopping in Chicago to see the Fair before returning to Wichita—in all, it sounds like a most interesting and extensive trip.

H. A. Baker, general agent, says that Friday the 13th is his lucky day, as he had routing on five cars of freight before he reached the office the morning of October 13. Not everyone is so fortunate on the fateful day.

### TRAFFIC DEPARTMENT KANSAS CITY, MO.

ROY E. MARING, Reporter

The Sunnyland Club is going to hold its first affair of the season, October 15th, at Drexel Hall. High class entertainment and a good orchestra is promised, so we are going to turn out en masse. With the possibility of the "Sunnyland" being restored, the club will no longer be an orphan in name. You can count on the traffic department for 100% support of its activities.

The Misses Stewart and Walters have exchanged positions. Miss Stewart is now secretary to our traffic manager, Mr. Coulter, and Miss Walters has returned to her first love in the passenger department. We wish them good luck in their new assignments.

Vacation Notes: Traveling Freight and Passenger Agent Rose is back on the job, looking fit at a fiddle. Understand Chief Clerk Anderson provided himself with a bullet-proof vest for his visit to the Fair. Solicitor Glover had his vacation plans disrupted by having to accompany a C. C. C. special train to Memphis. Miss Stewart spent her week visiting the home folks at Columbia. Station Passenger Agent Giffey promised himself a fishing trip. Solicitor Young visited relatives in Joplin, and General Agent Newman in Indiana.

We have just been favored with a visit by the inimitable Billy Evans, our genial representative at Denver. We "Easterners" are still quite upset at the liberty taken by this dispenser of good cheer. If the salutation of the fair sex, as practiced by Mr. Evans here, is representative of the wide open spaces, we are for a change in geographical scenery.

Our first air-cooled lounge-dining car, into and from Kansas City, was recently placed in regular service on our "Kansas City-Florida Special" and is finding much favor with our patrons. It is expected that by next summer all through trains will be similarly improved.

After a slump in September, business is again on an upward trend, carloading exceeding last month and year to date. Have enjoyed a number of large Civilian Conservation Corps movements during the past month, which have had

# CHICAGO TERMINAL MEN VOTE ON THEIR FAVORITE TOBACCO

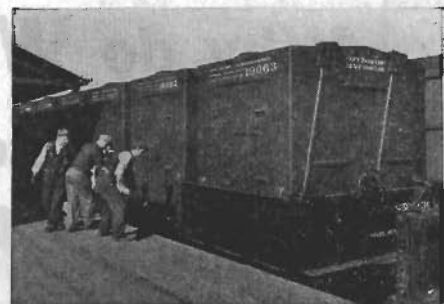
Quality Brands Return To  
Favor With Better Times

## EDGEWORTH WINS!

**M**ORE THAN 250 pipe-smoking shopmen, firemen, engineers and brakemen at a leading Chicago terminal cast votes recently for their favorite pipe tobacco. The winner was Edgeworth Smoking Tobacco, with 86 votes. The second brand received 71 votes, while the third got 47. The remaining votes were distributed among a large number of tobacco brands.

The three winners were all established well-known quality brands. Railroad men, among whom a pipe is easily the most popular smoke, quickly returned to their favorite quality brands with the return of better times.

The leadership of Edgeworth among railroad men is not new. Railroad men want a mild, yet flavorful tobacco. Edgeworth is a blend of only the tenderest leaves of



the burley plant. Tobacconists say these leaves have the choicest flavor, and that in them is found the "mildest pipe tobacco that grows." That is why Edgeworth burns slow and cool in the bowl, tastes "smooth" on the tongue.

If you are not already an Edgeworth smoker, try it next time. Ask for Edgeworth Ready-Rubbed, or Edgeworth in Slice form. It comes in all sizes from 15¢ pocket package to pound humidior tin. Several sizes come in vacuum-packed tins. This world-famous tobacco is made and guaranteed by Larus & Bro. Co., Tobacconists since 1877, Richmond, Virginia.

**EDGEWORTH**  
MADE FROM THE  
*Mildest pipe tobacco*  
THAT GROWS



solicitor Marc Glover much on the go. Rate Clerk Bowers is firm in his belief that State Lake at Tonganoxie, Kansas, is fished out—all he could catch on a cool night recently was tonsillitis.

#### OFFICE OF MASTER MECHANIC KANSAS CITY, MO.

LEOTA FRIEND and MARY DAILEY,  
Reporters

Considerable buzz has been apparent around the office since the big car dismantling program began at Rose-dale, September 25. Also the work incident to the new 1934 annual transportation has increased this busy buzz.

Would that the throngs of people around Union Station last Sunday were an indication of normal business! As a matter of fact, the Royal Scot, which was on exhibition at the Fair all summer and now touring the country, was on display at our station. Unfortunately, however, many were turned away disappointed as the crowds overtaxed the show space.

Were you at the card party October 16? Crowd so large we were not able to see everyone. Glad to see Miss Moore from St. Louis and W. E. Burgess from Chaffee. Refreshments and prizes right up to par, in fact, the Auxiliary again did themselves justice in this affair, and we are sure that the dance, sponsored by the Sunnyland Club the 25th, will be equally as successful.

Just as our notes are going in, comes the tragic news of the death of Engineer Arthur W. Branstetter. We understand that after laying off the afternoon of October 16, Mr. Branstetter,

accompanied by his wife, left via automobile for a pleasure trip in western Kansas, and in a collision with another machine on Highway 73, ten miles north of Burlington, he was instantly killed, and Mrs. Branstetter received very serious injuries. Mr. Branstetter had just completed his 30th year in Frisco service and his death is a great shock to the entire Frisco family at Kansas City.

W. E. Burgess, of Chaffee, is here making the acquaintance of his new granddaughter, little Miss Francine Elizabeth Finn, whose advent was marked by the 21st of September. Then we would not have you overlook the proud smile of our general car foreman since acquiring the title of Uncle in the arrival of C. P. McCaffrey, Junior. The mother will be remembered as Miss Caroline Attaway, of Monett.

#### TEXAS LINES

MECHANICAL AND STORES DEPT.  
FT. WORTH, TEXAS

E. A. PADGETT, Reporter

After an inspection of all round-houses and shop facilities of railroads in Fort Worth, the general foreman of the Rock Island was loud in his praise of the Frisco plant. In his estimation, it was the neatest and cleanest shop in the city. May we all strive to keep it that way and make it a better place to work.

Miss Sybil Ferguson, daughter of lo-

comotive inspector, left September 16 to assume her duties as teacher in the Belton, Texas, High School.

G. O'Gorman, blacksmith, known among his fellow employees as "Bull Fighter", has now acquired another title: recently he was initiated into the order of grandfathers. Congratulations, "B. F."

Mrs. W. M. Witt, wife of car man, and daughter have been visiting Mr. Witt's mother, Mrs. J. W. Gentry, in Chicago. While there, they saw the Century of Progress. Mrs. Gentry returned home with them for a visit with her sons, J. W. and W. M.

Jack D. Wacey, air brake man, has just returned from an inspection of the air brake shop of the M-K-T Railway at Parsons, Kans. He is lauding the foreman and employees at that point for the courteous treatment received while there, and feels that he, as well as the company, has been greatly benefited by the experience.

## Why do WOMEN Get so TIRED?



TAKE THE CARLSBAD CURE AT HOME

**WOMEN** who tire easily often find that their trouble is due to body poisons—an unhealthy condition of the intestinal tract—to constipation, in a word.

At the first sign of sluggishness, take a teaspoonful of **CARLSBAD SPRUDEL SALT** in a glass of water. This is the genuine, natural extract of the Carlsbad Spring, in Czechoslovakia, home of the world-famous Carlsbad Cure. Genuine

Carlsbad Sprudel Salt has been prescribed for generations in the treatment of the many ills that follow self-poisoning through constipation—stomach, kidney and liver complaints, rheumatism, obesity and associated headaches, colds and skin troubles.

All druggists sell the genuine natural **CARLSBAD SPRUDEL SALT**. Concentrated for true economy. Never take manufactured substitutes.

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The Genuine, from Carlsbad, CZECHOSLOVAKIA

## Your Fire Pail and Barrel Equipment

Becomes  
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# TRAFFIC DEPARTMENT FORT WORTH, TEX.

CORYLYNE PLEDGE, Reporter

All attention is at present focused upon Arlington Downs for the horse races which will start October 19th and last through November 21st. Since Texas passed the Racing Bill there is expected to be a very large crowd from all race tracks, and there are already many of the best horses in the United States here ready to enter. Hats off to the Waggoner family, owners of this very modern race track and who have made it possible for Fort Worth and vicinity to have this wonderful sport right at our doorstep. Among notables to be present at this Gala event are Vice-President Garner, Governor Ferguson and family, E. L. Cord, president of the American Airways, Will Rogers, famous comedian of the screen, Postmaster General Farley, and about a dozen others of almost equal fame.

J. A. Aldredge and wife are spending their vacation in Pensacola.

N. L. Law has just returned from his vacation and is looking fit as a fiddle.

Glad to report Fred Hess, of the Dallas office, well on the road to recovery after an operation at the Harris Hospital here.

## V. P. & G. S. OFFICE FT. WORTH, TEX.

MARY BESS SMITH, Reporter

Hurrah! Cheers! What-nots! Texas Lines reflected 100% perfect record on watch inspection for month of August. In the transportation department, Texas Lines, there were no personal injuries reported for the past two months, which is more important. If we keep on, looks like we'll have that prize cup this next time for sure.

Other good news: Things in general are "stepping up"—have been for the past 30 days. We had an excellent cotton movement, due, of course, partly to reduce freight rate and partly to the "cotton" checks coming into the farmers for plowing up crops. Stock movement likewise has been better for the past several weeks, due partly to the drouth on our lines and subsequent movement of the stock further north. For some reason or other, there has been a heavy movement of empties to the parent line recently, which have been stored here for months. Account the Dallas Fair, the Frisco handled a special from McNab, Ark., to Dallas, Texas, and return, October 14-15, consisting of 19 cars, with approximately 1,160 passengers. Mr. Campbell, who has certainly been so on the "jump"

recently that he's resembling a "Mexican Jumping Bean" (this may cost me), accompanied the train and reports everything moved in ship-shape order. Incidentally, we moved the Football Special, Ft. Worth to Fayetteville, Ark., and return for the Frog-Razorback game, and am I going to keep quiet about ye ole Alma Mater's score in that game. Just some more nice business to help the cause along, though. With the races at Arlington Downs, midway between Ft. Worth and Dallas, we should have a share of the passengers from points in Texas and out of state, who will, no doubt, join the "gala" crowds helping celebrate the return of horse-racing in this state. There are seven races daily, with \$100,000.00 in prizes, and some of the finest horse-flesh in the country taking part. Things are surely hummin' around in these parts—what with the State Fair doing remarkably well this year, too.

Mr. Stephenson has surely been covering the territory, too, but Mrs. Stephenson managed to locate him long enough to break the happy news, they have a brand new granddaughter. That makes five. Mighty nice and we extend congratulations.

## SOUTHERN DIVISION

### BIRMINGHAM TERMINAL

NELLIE MCGOWEN, Reporter

Sympathy is extended to R. A. Kilpatrick, clerk, in the loss of his mother who passed away at her home in Woodlawn on September 11th.

Dan Kleckley, conductor, and wife were called to Albany, Ga., recently on account of illness of a relative.

H. M. McLemore, weighmaster for the Southern Weighing & Inspection Bureau, with headquarters at our East Thomas Yards, accompanied by Mrs. McLemore, were recent visitors to Scottsboro, Ala., having made the trip in their new Plymouth Coupe.

Mrs. C. H. Stuteville, wife of conductor, and children have returned from a visit to relatives in Evansville, Ind., also to the Century of Progress in Chicago.

R. L. Welr, switchman, is in Cleveland, Ohio, attending a meeting of the Switchmen's Union of America.

R. E. Martin, switchman, is recovering from a recent operation for appendicitis.

M. H. Ford, revising clerk, and wife, have returned from Chicago, where they attended the World's Fair.

H. E. Dillin, crossing flagman, is confined to the employees' hospital in St. Louis.



THESE are strenuous times through which we are passing. Economists agree we are on the threshold of a new era; the old order changeth!

What does this mean to you? Simply this—if you don't keep up with the pace, you'll be out of date! And the only way to keep up with the pace is through training! You must prepare yourself for the new jobs that are replacing the old ones.

Many men are now coming to the International Correspondence Schools for the additional training they need. They recognize the dawn of a new day and intend to be prepared for it. How about you? This coupon here is a challenge—and an opportunity! Accept it today!

Employees of this road will receive a Special Discount

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|   | <input type="checkbox"/> Gas-Electric Welding     |

Name.....Age.....

Occupation.....Employed by.....

Address.....

## AGENT'S OFFICE ALICEVILLE, ALA.

L. S. BROPHY, Reporter

Cotton and seed movement is on, and our business is improving nicely.

Connecting line business has been steadily increasing for the past few weeks.

L. S. Brophy, agent, has just returned from Hot Springs, where he took a course of the baths and treatment. W. L. Moffitt acted as relief agent and A. L. Nettles, from Magnolia, relieved Moffitt as operator.

M. C. Baker and G. G. Grissett, former operators at this station, made us a social call the past week. Glad to see them both.

## TRAINMASTER'S OFFICE AMORY, MISS.

VIOLET GOLDSMITH, Reporter

We have several weddings to report this month, that have occurred within the last few weeks. Charles Smith, son of Engineer Rufe Smith and Mrs. Smith, was married to Miss Edna Earl Morgan, of Meridian, Miss. This wedding was not announced until this month; however, it took place on the 26th of last July. Miss Dorothy Thomas, daughter of Mr. and Mrs. R. F. Thomas, was married, September 22, to Herman Morris, of Amory. Miss Oleta Sanders, daughter of Mr. and Mrs. W. B. Sanders, was married September 21 to Robert Earle Bentley, of

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COME ON LET'S ALL PULL FOR  
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**MILLSAP BROS.**  
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General Office: Railway Exchange Bldg., KANSAS CITY, MO.  
Branch Offices: ST. LOUIS, MO., SPRINGFIELD, MO., FT. WORTH, TEX., DALLAS, TEX.

Amory. Mr. Thomas is supply man, and Mr. Sanders is a brakeman at Amory. We offer our congratulations to these couples.

We are very sorry to report two deaths in the Frisco family at Amory: Mrs. B. H. Thompson, wife of Fireman B. H. Thompson, died September 22, and Engineer R. W. Murdick died October 13. We offer our sincere sympathy to the families of Mr. Thompson and Mr. Murdick.

#### BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Mrs. B. F. Thompson and daughter, Mildred, wife and daughter of soliciting freight and passenger agent, have returned from Chicago, Ill., where they visited a Century of Progress.

R. F. Oxley and wife, chief clerk to traffic manager, also visited the World's Fair, returning via Cincinnati,

Ohio, where they visited with relatives. The Frisco family was well represented at the dance given by the Women's Traffic Club, October 13, which was one of the outstanding dances of the season.

The writer, accompanied by her son, Bonnie, and guest, Mrs. Ethyl Chapman, of Memphis, Tenn., motored to Montgomery, Ala., for a week-end with Mrs. Chew's brother and family.

J. E. Springer, formerly of Birmingham, now division freight and passenger agent, Joplin, Mo., was a visitor in the office, a few days ago.

Friends of W. W. Wade, rate clerk,

are glad to see him out again after an appendicitis operation.

Mrs. Florence M. Brown, mother of Harry J. Brown, TF&PA, is visiting relatives in Kentucky, Louisiana and Texas.

#### PENSACOLA, FLORIDA.

GERTRUDE BAZZELL, Reporter

Agent and Mrs. C. W. Miller are now located in their new home on East La Rua Street.

Glenn Bryant, son of J. E. Bryant, yardmaster here, together with five boy friends, have just returned from a trip to Chicago and "A Century of Progress". Enroute, and also in Chicago, they visited relatives.

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QUALITY COUNTS

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SICK —

When you are  
HURT —

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CONTINENTAL  
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# Winter Playgrounds

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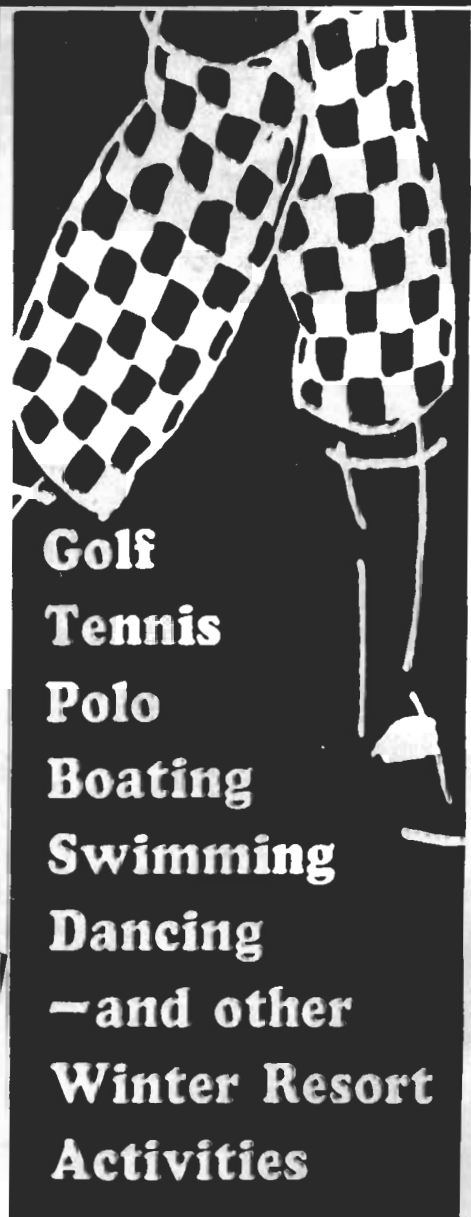
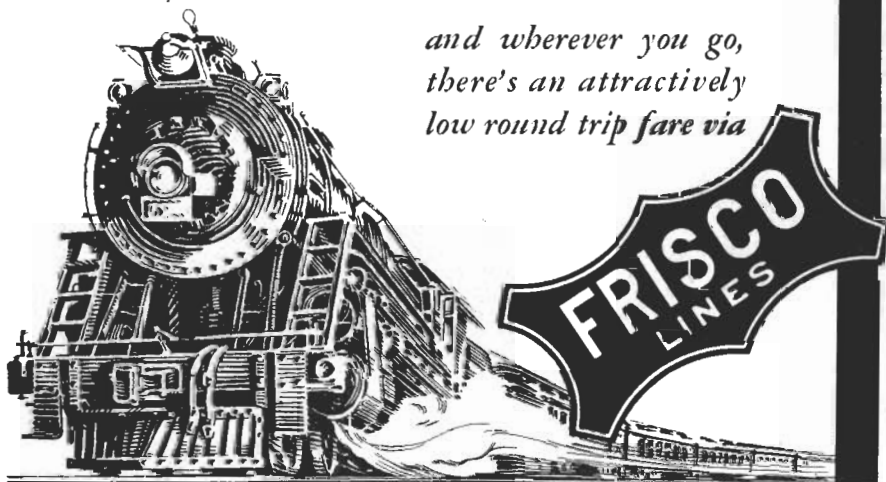
# Friscoland

CLOSE your eyes for just a moment. Let your imagination loose and see where it takes you. If you like warm, tropical sunshine—waving palms—the glorious trade winds—you'll find yourself in Florida, basking on white sand beaches, watching the tumbling blue waters of the incomparable Gulf. Or possibly you prefer the sheltered waters of the Gulf Coast—a flower-decked land, rich in historic interest—restful, healthful, America's own Riviera. Then there's Texas, famous for its deep sea fishing—hunting—riding—open spaces—with just a touch of zestful, tangy coolness in its sparkling air. And, of course, California will beckon—the land that offers one-hundred vacations in one—where mountains, plains, lakes, rivers and ocean please every taste and fancy.

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