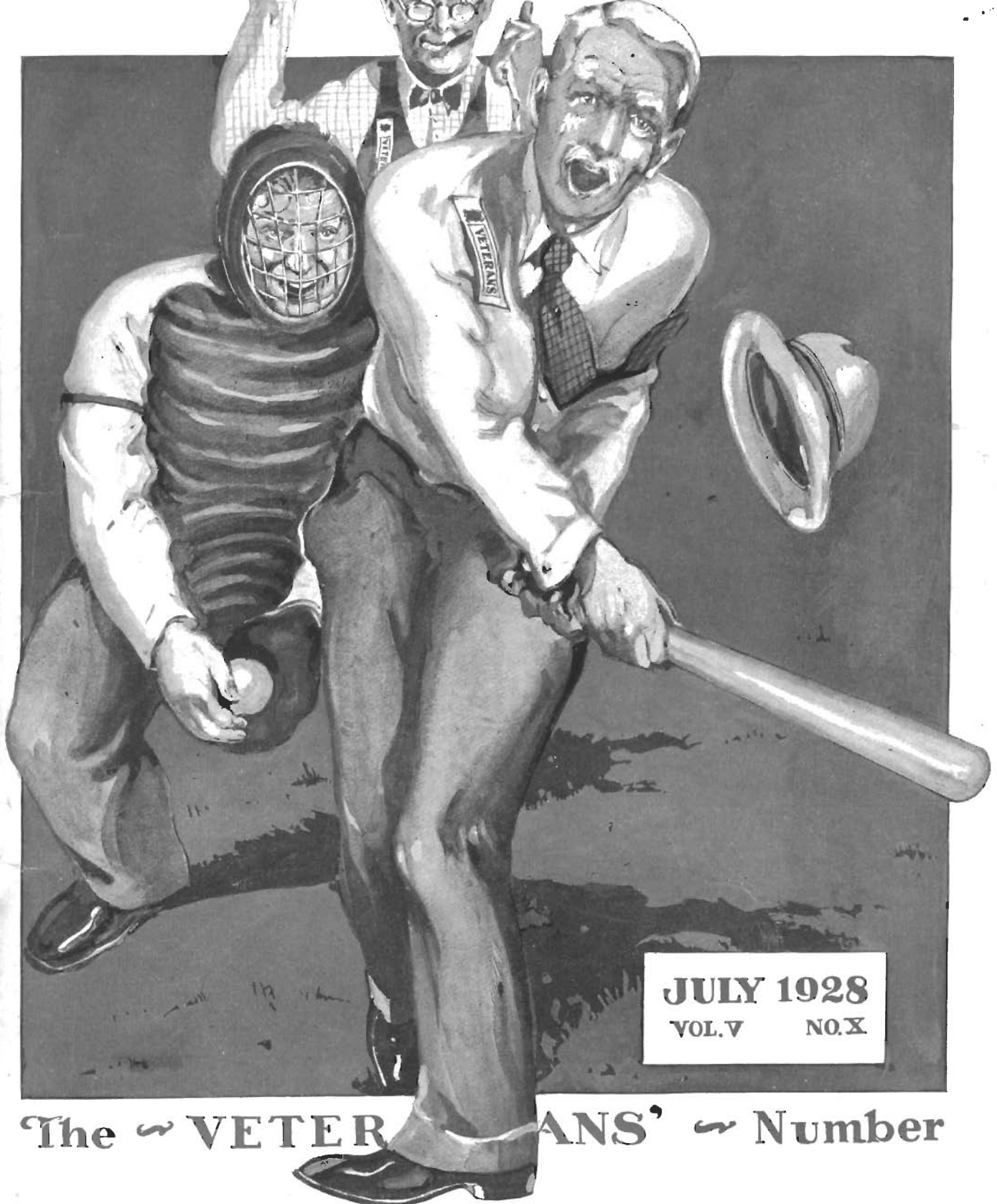


# THE FRISCO EMPLOYEE MAGAZINE

INDUSTRIAL RELATIONS  
SECTION  
JULY 1928



JULY 1928

VOL.V

NO.X

'The VETERANS' Number

# proceed!

## clear road ahead!

**I**T is 10.12 by the Hamilton in the hands of Conductor Dick of the Liberty Limited. It is 10.12 by the Hamilton in the hands of the engineer—10.12 by the Hamilton in the far off signal tower. The lever is thrown over and the semaphore signals "proceed, clear road ahead"—10.12!

Three watches seemingly controlled by one guiding hand—a drama of accuracy that is played thousands of times each day on the Railroads of America.

And Hamiltons are usually actors in the dramas—a very part of American Railroad service. They are a part, too, of the equipment of most Railroad men—chosen because they have been proved, and tested, and found worthy—found accurate and dependable.



This year you will probably think of a new watch—when you do be sure to look at Hamiltons first. Ask your jeweler to show you the Hamilton 21 jewel 992 or the Hamilton 23 jewel 950—both are watches that have helped make Railroad history. And remember when you own a Hamilton, you are equipping yourself for the most exacting service by having chosen the best there is to choose. A copy of the Hamilton Timebook, and a special folder about Railroad models are yours for the asking—address the

**HAMILTON WATCH COMPANY**

1006 Columbia Avenue

Lancaster, Penna., U. S. A.



# Hamilton Watch

"The Railroad Timekeeper of America"

# P E N S A C O L A

GOLF

TENNIS

RIDING



FISHING  
SWIMMING  
BOATING

## *Spend Your Vacation*

*With Us in*

*The Garden Spot of America*



*It Won't  
Be Long  
Now!*

*Where the FRISCO  
meets the Gulf*



FOR FULL PARTICULARS WRITE TO

J. H. BAYLISS, Mayor.

ADRIAN E. LANGFORD,  
Com. of Streets and Public Works.

E. E. HARPER,  
Com. of Police and Fire Dept.

## CITY OF PENSACOLA

*"The Wonderful City of Advantages"*

# Big News for Railroad Workers

Your Success . . . . Your Future . . . . Your Happiness  
Depend on Your Job

## Then . . . . Insure Your Job

That's what "Job Insurance" is—simply happiness insurance. Happiness for yourself and those dependent upon you.

You may be paying for your home; you may be paying for your car; you may have bought furniture, a radio, a phonograph—all the things the

average man wants. You couldn't have had these things without your job. Could you keep them if you lost your job?

Then, too, if you are continually worried about whether you can hold your job, you cannot give the confident, aggressive service that brings promotion.

Your employers are not slow to recognize ability. Promotions come the way of the hard-working, steady, confident man. You can't give that serv-

ice unless your mind is free from the eternal worry of holding down your job, when you should be thinking of going ahead.

Free yourself of that worry—and you have brought yourself happiness; promotion will come your way; you will be surrounded by carefree, confident people.

Conductors, engineers, brakemen, firemen, flagmen, baggagemen and railroad officials who have at least 5 years' continuous service with their present employers are eligible.

### You Can't Lose

For \$3 a month you receive \$250 to \$4,000, depending on the time you have been insured, for loss of your job by discharge, or retirement on account of permanent disability or old age. If you resign, you may continue to pay the premium and you collect your insurance at 65. At death all premiums paid are returned to beneficiary.

Or you may pay \$2 monthly and receive \$5 a day for 50 days in the event you are discharged for any of the reasons set down in our policy. After two years you receive \$5 a day for 100 days. In case of natural death, \$150 is paid your relatives. If death is accidental your heirs receive \$300.

Other policies pay \$500 to \$10,000 for loss of job by discharge, permanent disability, or old age; also indemnity for natural or accidental death.

### 21 Years in Business \$2,000,000 Benefits Paid

Twenty-one years ago, W. J. Ross, himself a conductor, formed the C.P.A. Company. He is still the active head, known and confided in by thousands of railwaymen.

If you have served for 5 years with your present company, fill in this coupon today and send it to Mr. Ross himself.

You will be dealing with the oldest, the largest and the most firmly established Job Insurance Company in the world.



W. J. ROSS,  
President



Mr. W. J. ROSS, Pres.  
C. P. A.  
C.P.A. Building, Detroit, Mich.

Please send me without obligation, particulars of the four loss of job policies which you have been issuing to railroad workers for 21 years.

Signature \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Employers \_\_\_\_\_

# THE FRISCO EMPLOYEES' MAGAZINE

ROOM 743 FRISCO BUILDING :: ST. LOUIS

MARTHA C. MOORE, *Associate Editor*  
H. A. PICKENS, *Asst. Ed.—Frisco Mechanic*

WM. L. HUGGINS, Jr., *Editor*

WM. McMILLAN, *Advertising Manager*  
J. J. KAPLAN, *Advertising Solicitor*

Vol. V

JULY, 1928

No. 10

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

## Contents of This Issue

	Pages
Sixth Veterans' Reunion Held June 18-19 at Springfield.....	4-10
News of the Frisco Clubs.....	12-19
Strawberries for 2,000,000 Persons in One Frisco Train.....	20
Passenger Trains 97.4 Per Cent on Time During May.....	21
Freight Car Damage Decreases 2.6 Per Cent but Amount Increases.....	22
Forty Car Loads of Cattle From Texas Recalls Old Days.....	23
Largest Strawberry Movement in History of Frisco During 1928.....	24
For Meritorious Service.....	25
How Saving is Made on Per Diem Cost.....	26
The Pension Roll.....	29
Fuel Performance Records.....	30-31
Homemakers Pages.....	32-33
The Twilight Hour.....	34-35
Editorials .....	36
Flashes of Merriment.....	37
The Frisco Mechanic.....	38-47
<i>(Two Pages of Pictures on the Veterans' Association Meeting Appear on Pages 42-43)</i>	
Frisco Family News.....	47-84

### THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 30,000 active and retired employees of the Frisco Lines. It contains stories, items of current news, personal notes about employees and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India drawing ink.

Employees are invited to write articles for the magazine. Contributions should be 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 rates will be made known upon application.

MEMBER



The KELLOGG GROUP

# SIXTH VETS' REUNION HELD JUNE 18-19

FOR the sixth consecutive year Springfield, Mo., was host to the Frisco Veterans' Association, when on June 18 and 19, more than 2,000 veterans, their wives and families, crowded its hotels, its stores and its parks. Springfield may have been host to many conventions, but it would have been hard to have found a group more appreciative of attentions and courtesies.

The vets began arriving as early as Sunday, June 17, and when Monday came, they began to play their respective parts on a stage which had been set for their appearance for many months.

Taxi cabs and street cars carried them to the door of the Colonial Hotel, the scene of the registration. Veterans and their families piled out. There on the sidewalk stood groups, anxious to see the new arrivals and looking for old friends. "Hi there, Bill," and "Well, for goodness sake—boy, how are you," were greetings exchanged. But there was no hurry, and they smiled. Springfield had been turned over to Frisco veterans, and Springfield proved a smiling, courteous host.

The lobby of the Colonial Hotel was a milling mass.

There were no introductions necessary. It was the meeting of a big family. Although they arrived on early morning trains, or arose early to descend to the lobby, it took until 11:00 o'clock to get them registered and seated in the street cars which conveyed them to Doling Park.

Long before President J. M. Kurn made his personal appearance they were reminded of his gracious and enthusiastic support of their organization, when upon registering they were presented with a pin in the form of the Frisco insignia in red and white. Printed in gold letters were the words, "Frisco Lines Veteran Asso-

## Two Thousand Veteran Employees and Families Attend Two-Day Session in Springfield

ciation," and the little card which went with each read, "Compliments of J. M. Kurn."

President Kurn arrived at the park at 11 o'clock, together with T. H. Gideon, Mayor of Springfield, and following their arrival, the Mayor was

Springfield."

Mr. Wm. Marsh, of Memphis, vice-president of the association, made the response. He spoke of Springfield as the hub of the Frisco Railroad and stated that Springfield was "home" to the veterans and that the Frisco and Springfield were united.

Charles E. Gray, of the Central Boarding and Supply Company of Springfield, again had charge of the barbecue. His four long tables were filled with delicious food, fresh barbecued meat, topped by a huge center-

piece of flowers on each table, donated by the Springfield Seed Company. President Kurn led the line of march, and the veterans and their families divided into four long lines. They were served quickly and smilingly by the chefs and porters, attired in white uniforms.

It took until about 2:00 p. m. to gather the crowd together for the big panorama picture, which was taken at the entrance to the Cave.

And then they scattered.

Crowds filed into the dancing pavilion where prizes were awarded by C. C. Mills, of the accident prevention department, for various events. Burch's Orchestra furnished the mu-

sic. The athletic events claimed several hundred, and still others crowded around the hotly contested horseshoe pitching games.

One of the most unique events of the day was the bathing beauty revue. It was a strange affair. Before the event, many inquiries were directed at the men in charge of the affair by girls, as to the rules, who could enter, and where they might find the bath house. When the bathing "beauties" did appear, the shrieks and screams from the fair sex and the loud laughs from the men brought the people hurrying from all parts of the park. The participants were men, and the

## Two of our Frisco Presidents



J. M. KURN  
(Pres. Frisco Lines)

MRS. WALTER BOYD  
(Pres. Women's Auxiliary)

called upon for an address of welcome.

Mayor Gideon said, "I am a believer in the Frisco Railroad here and think it is one of the biggest things Springfield has." In speaking of the bus situation, the Mayor said, "It is a big problem for the railroads, and it is unfair competition, but it is a condition that has to be met and I say to you it is my desire to co-operate in every way possible, not to antagonize, but to assist in bringing about fair competition. If there is anything I can do for you veterans while here on this visit or on any other, I shall be delighted to serve you, and I welcome you on behalf of the city, to

ladies were the judges. Across the chests of the participants were pinned banners in true bathing beauty style, and each of these "beauties" represented one of the states through which the Frisco runs. C. H. Baltzell represented Miss Mississippi; A. K. Smith, Miss Missouri; James Bruce, Miss Kansas; E. L. Magers, Miss Texas; D. L. Forsythe, Miss Florida; G. T. Blankenship, Miss Arkansas; C. J. Stephenson, Miss Tennessee; O. L. Young, Miss Oklahoma and W. H. Van Horn, Miss Alabama. John Forster, a special bathing beauty, in blonde wig and brightly painted cheeks, represented "Miss Frisco." Three judges, Mrs. M. M. Sisson, Mrs. F. H. Shaffer and Miss Martha Moore selected Miss Florida as the winning beauty, disqualifying Miss Frisco on the grounds that, while "her" grace and beauty could not be denied, and with due respect for the belief that gentlemen prefer blondes, she came to the board walk smoking a cigarette.

The athletic events, in charge of "Uncle Charlie" Baltzell, attracted a tremendous crowd. He had pitched a tent nearby the field, and had on display the prizes for the various events. Two fifty yard dash races for men, the first for men over 180 pounds, was won by E. M. Carr of Oklahoma City, while J. M. Warren, of Shamrock, Okla., won the race for men under 180 pounds. The ladies fifty yard dash was won by Star Crosby of Oklahoma City, and the egg race for ladies was won by Mrs. J. E. Pearson of Springfield. Mr. M. B. Creigh, of Cape Girardeau, and Mrs. J. E. Pearson, of Springfield, won the lady and gentlemen's race of fifty yards, holding hands, while Star Crosby and her father, B. P. Crosby of Oklahoma City, came in second. The fat men's race was won by W. O. Adams, of Cherryvale, Kans., who weighed 240 pounds. J. M. Warren, again entered the contest for the longest standing broad jump and won with a jump of ten feet. Mr. Warren is an engineer on the southwestern division and is 53 years of age. He was one of the most active contestants in all of the athletic events. He also won the prize in the men's walking contest.

The following prizes were also awarded: oldest veteran blacksmith, H. S. Ostegard, Springfield, age 77, service 49 years, two months; veteran having largest number of grandchildren, J. Dennis, Birmingham, nine grandchildren; veteran with oldest Ford, Wm. Marsh, Memphis, 1913 model; veteran with largest family, W. L. Lane, Eldorado, Okla., eight children; oldest section employe from

## Wm. Marsh, Memphis Dispatcher, Elected President For Coming Year—Mrs. Walter Boyd, Springfield, Again Heads Women's Auxiliary



WM. MARSH  
(Pres. Frisco Vet's Ass'n.)

the various divisions; Eastern, S. P. Hendrix, Niangua, Mo.; River, J. R. Kirk, Kennett, Mo.; Northern, Edward Lock, Golden City, Mo.; Southern, J. N. Golsby, Jasper, Ala.; Southwestern, R. B. Streeter, Chickasha, Okla.; Central, Dave Wilson, Leith, Ark. There were no registrations from the Western division or the Texas Lines.

Two special prizes were given for a boys' race, and also one for girls, both between the ages of nine and twelve. Orval Hall and Jack Fellows, won first and second prizes in the boys' race, while Dorothy Lewis and Dorothy Barnett, won first and second in the girls' race.

While the athletic events were in progress, Mr. Mills was, by a process of elimination, culling out the prize dancers on the floor. R. S. Dickey and wife of Springfield, won first prize as being the oldest couple in the grand march; H. W. Hudgen and wife of Springfield, were acclaimed the best looking couple and Harry Kengle and wife awarded the prize for being the fattest couple. Harold Johnson,

of Springfield, won first prize as the best boy Charleston dancer, and Katherine Ellett, of Marshfield, won the girls' prize in this event. Martha Lou Nay won first prize as being the best girl dancer, and Katherine Ellett won the prize for the best demonstration of the Black Bottom. Dent Howard and wife won the prize given for the old fashioned waltz, and S. B. Musgrave and wife were the fox trot experts. J. H. Livingston astonished the audience with his jig, which consisted of numerous intricate steps. He was awarded first prize.

The roller skating rink and the swings attracted the younger generation as well as the boating and bathing on the beautiful lake.

About 5:00 o'clock the veterans and their families trudged up the hill. Their steps lagged a bit, but the smiles were still there, and they were hurrying to their hotels to freshen up a bit for the evening's program, which they had anticipated for many months.

The evening affair was held in the auditorium of the Pipkin Junior High School. The musicale presented by the Frisco Girls' Club of Springfield and named "Frisco Show Boat Company" was one of the most enjoyable programs ever presented to the veterans at the end of their first day's meet.

The production, under the personal supervision of Miss Marie Arnold, president of the club, did not have any of the ear marks of an amateur production. The girls who participated appeared quite at ease, and the affair was one of startling beauty. Forty girl members of the club made up the cast, and the musicale was divided into seven parts. The first part, an opening song by Marjorie Risser, Beatrice Arnold, Kathryn Risser and Dorothy Thoms, was a pleasing bit of color and music. The Frisco Girls' Choral Club followed with three numbers. Several skits, including "The Municipal Davenport," "Schoolday Sweethearts," "The Sailor's Dream," and "Just Lettuce Alone," were cleverly worked out by the Misses Vivian Justice, Eleanor Bridwell, Cora Pitts, Bertie Sutton, Florence Kline, Mary Campbell, Ruth Uselton, Gertrude Fryer, Helen Murray and Beatrice Arnold.

One of the outstanding features of the production was the solo work done by Miss Marjorie Risser. She charmed the audience with her "Italian Street Song," her several mother songs, and her solo work in the various chorus parts. Her sister, Kathryn, also took important solo parts. The Risser girls are daughters of O. E. Risser, passenger conductor on the Southern division, with forty years'



Above: "Bathing Beauties" who participated in the Revue. From left to right: C. H. Baltzell, A. K. Smith, James Bruce, E. L. Magers, J. Forster, D. Forsythe, G. T. Blankenship, C. J. Stephenson, O. L. Young and W. H. Van Horn.

Extreme right: Judges and winner of the Revue: Mrs. M. M. Sisson, Mrs. F. H. Shaffer, D. L. Forsythe and Miss Martha Moore.

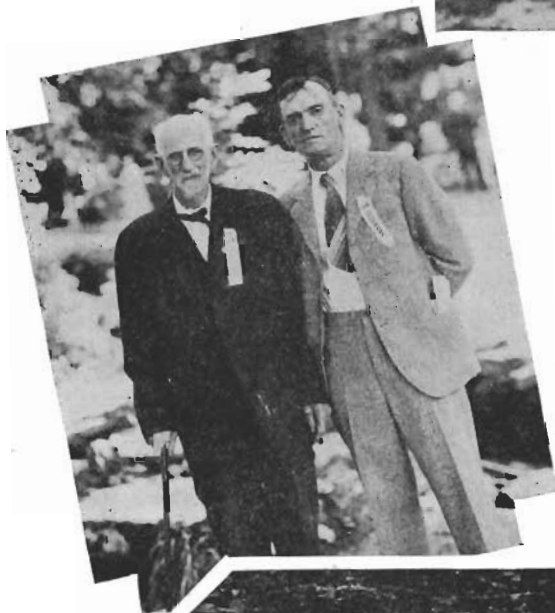
At right: The Tug of War for men!



Below left: John Clark, conductor, eighty-six years old, with fifty-four years service, and J. E. Harris, yardmaster, Kansas City, fifty-four years of age with thirty-nine years service to his credit.

Below right: "Mother Clark" with two young veterans and their grandfathers: T. A. Ridley, engineer, and 8-month-old grandson, Joe Wheeler; J. P. Pearson, yard foreman, Cape Girardeau, and 11-month-old grandson, David Overshaw.

Bottom picture: President Kurn poses with Bert Coleman and wife. Mr. Coleman now in active service with fifty years of service. Grouped around the three are, W. H. Van-Horn, Wm. Marsh, L. E. Martin, D. Forsythe and F. H. Hamilton.



*f*



More Vets'  
Pictures  
on Pages  
42-43

Watch for the  
Southern  
Extension  
Number  
in August



*The service of the six 50-year men, posed around Mrs. John Clark and F. H. Shaffer, general manager, totals 323 years. From left to right: C. J. Wright, Baggage man, St. Louis, fifty years service; J. F. McEuen, engineer, St. Louis, fifty-one years service; John Clark, conductor, Kansas City, fifty-four years service; "Mother" Clark and Mr. Shaffer stand next; L. Bangert, engineer, Salem, Mo., fifty-three years service; P. Herd, roadmaster, Carl Junction, Mo., fifty-one years service; J. E. Dulin, engineer, Springfield, fifty-four years service.*

service to his credit.

The finale and cleverest skit of the group, closed the program, "A Busy Half Hour in the Ticket Office Waiting Room at Springfield," and the credit for the writing of a number of the scenes is given to J. L. McCormack, secretary of the reunion. Charlene Willard as the reliable ticket clerk, created a great deal of fun when she attempted to secure the right party over the phone who would assume the authority to stop the Blue-bonnet fifteen minutes, while delegates to the Houston Democratic Convention might be transferred to a Frisco train after a serious bus accident.

The scene was a typical one, and the agent was required to answer questions of every description. The red cap, played by Loree Acton and Hazel Baker as the news stand clerk, furnished a number of laughs. Those who participated in this skit were, the Misses Shirley Williamson, Alice Mills, Grace Jochum, Edith Middleton, Anna Sheehan, Della Stevenson, Hattie Hindman, Betty Adams, Kathryn Risser, Julia Engleking, Gene James, Mayme Hindman, Flo Blevans, Zella Shawley, Amy Bradley, Mamie Bradley, Bettie Blake, Louise Laes, Edith Widemeyer, Roseltha Perry, Nellie Clifton and Isabelle Cosby.

The house was filled to capacity, and the audience was enthusiastic. So great was the crowd that before the curtain rose, the ushers had run out of programs.

A long night of sleep, breathing wonderful Ozarks ozone found the veterans in coffee shoppe and dining

room at an early breakfast hour on the morning of June 19.

They conversed again in the Colonial Hotel lobby, seeming never to tire of discussing the days of long ago. At 9:15 p. m. the men departed for the Shrine Mosque where their business meeting was to be held. The women met on the roof garden of the Kentwood Arms Hotel at 10:00 a. m., for their meeting of the members of the Auxilliary to the Frisco Veterans' Association.

The men plunged into their business session, and following the reading of the minutes of Mr. J. L. McCormack, secretary of the Association, there was read a financial report, which showed the treasury funds to be in splendid shape.

Letters and telegrams from distinguished guests who were invited but could not attend, were read. Motion was made and unanimously carried that a cable be sent to Mr. J. E. Hutchison, vice-president in charge of operation, who at that time was enroute to Europe for a short vacation. A wire of best wishes for a speedy recovery from a serious illness was also forwarded to Dan Hartman, retiring president of the Association, who at the time of the reunion was confined to his bed.

The election of officers to serve for the 1928-1929 season, was handled quietly and efficiently and the following were chosen: Wm. Marsh, Memphis, Tenn., president; W. T. Lane, Eldorado, Okla., first vice-president, and J. L. McCormack, Springfield, secretary-treasurer.

The following were elected as new members of the board of directors: Messrs. C. Melton, Ft. Scott; C. S. Churchill, Memphis; Warren Baker, Festus, Mo.; A. Scherry, Ft. Smith, and V. G. Fisk, Vinita, Okla. Messrs. W. S. Christopher, Enid; J. D. Killough, Stephenville, Tex., and J. W. Small of St. Louis, 1927 members of the board of directors, were retained.

The women, under the direction of their capable president, Mrs. Walter Boyd, opened their session with a song. Mrs. Boyd then called her officers to the platform and introduced her vice-presidents, Mrs. W. E. Belter of St. Louis and Mrs. W. L. Spangler of Thayer, as well as her secretary, Miss S. S. Fish of St. Louis. Each made a short response.

Mrs. J. P. Dwyer, chairman of the Springfield Unit of the Auxilliary, welcomed the women to Springfield and told briefly of the work done by the Springfield unit. She was followed by representatives from the various division points who reported the activities of their respective chapters.

The following officers were elected for the 1928-1929 season: Mrs. Walter Boyd, president; Mrs. M. D. Scotten of Kansas City, 1st vice-president; Mrs. W. E. Belter, St. Louis, 2nd vice-president; Mrs. W. L. Spangler, Thayer, 3rd vice-president and Miss S. S. Fish, St. Louis, secretary-treasurer.

Following both morning sessions, approximately 300 veterans and their wives met at the Kentwood Arms

Hotel, where they enjoyed an informal luncheon.

At 2:00 p. m. the entire body went to the Shrine Mosque for the Memorial services. E. D. Levy, former general manager for Frisco Lines, who had dropped into the meeting to greet old acquaintances, was called upon for an address. He told the veterans of his work in South America, after he left the Frisco Lines. "In South America, and on the little railroad which I used to haul my commodity to the water, we paid the engineers \$1,800.00 a month. However, their dollar is only equal to two cents of our money, therefore the engineer received \$36.00 a month. The conductor got \$1,500.00 a month or \$30.00 in American money."

In closing, he said he had always had Frisco in his heart, and his best lifelong friends were on the property and he was still loyal to it and gave the Frisco about 1,000 car loads of freight each month. When he had finished, it was moved and seconded that the meeting adjourn until Mr. Levy's friends might have a chance to greet him.

Lawrence Blanchett, accompanied by Will James, both of Springfield, led the veterans in community songs, which lasted for about an hour.

Following the community singing, W. D. Bassett, secretary of the pension board, made a brief talk in which he outlined several important points of the pension plan. He stated that there had been a rumor circulated that the pension money was being paid from hospital fees. He said this statement was absolutely false and that the pension money was paid out of and charged directly to operating expenses. He had also heard, he said, that there was a rumor that the pension plan would soon be changed. "The pension plan, as it is now, has been in effect for 15 years and if any changes whatever are made, they will have to be made by the board of directors. No other persons can change the pension plan." He stated that the pension list is an Honor Roll, and each pensioner should be proud to have his name listed on it.

Mrs. Walter Boyd, president, and the other officers of the newly elected Auxiliary were introduced to the audience, and each made a short response. J. L. McCormack read for a brief memorial service, the names of the members on the pension roll who had passed on during the year 1928. J. B. Hilton, industrial commissioner, was asked to distribute numbers for the drawing of some extra prizes which were not claimed during

the athletic events. Following the claiming and distribution of the prizes, the meeting was adjourned until the banquet at 6:30 p. m.

There was not a trace of fatigue on the faces of the veterans at the two strenuous days almost ended when they filed into the large dining room at the Shrine Mosque at 6:30 p. m. the evening of June 19.

The Frisco stenographers and secretaries of the general offices, as was done the preceding years, served the guests in a most efficient manner, and their courteous attention was greeted on numerous occasions with applause.

Burch's orchestra played while the guests were being seated. Mr. Marsh, newly elected president, called on W. L. Heath, of St. Louis, to offer blessing. The meal was up to its usual high standard, with chicken a la King, supplemented with raspberry ice, lettuce and tomato salad, browned potatoes, ice cream and cake and coffee.

Following the dinner, the guests ascended the stairs to the main auditorium where the Girls' Drum Corps of the Springfield High School, and the Boy Scouts Band, both under the able direction of Professor R. Ritchie Robertson, director of music, Springfield schools, entertained the guests for over an hour. The demonstration by Mr. Robertson's proteges is always an anticipated event, and following the presentation, he was cordially thanked on behalf of the veterans by C. C. Mills of the accident prevention department.

When the stage had been cleared, and the curtain had been dropped for a few moments, it arose again on a veritable garden. Don Fellows, Frisco florist, had decorated the background with potted plants of many descriptions. Begonias, fern, hydrangias and other potted plants, with pots wrapped in various colored paper, formed a picture. A bank of green ferns and evergreen trees was arranged on the two far sides of the stage.

Mr. and Mrs. J. L. McCormack were called to the platform and presented with a silver coffee set as a token of appreciation for their splendid help with the reunion. Mrs. McCormack also was given a beautiful basket of cut flowers.

Charlene Willard, assistant secretary of the Association, was presented with a check and a basket of flowers in appreciation of her help.

John Clark, former Frisco conductor, with fifty-four years' service, and "Mother" Clark received several honors during the evening. Mr. Clark

was presented with a medal for being the oldest pensioner present. "Mother" Clark was presented with a basket of roses and an armchair, and she made a delightful response. Logan Thompson, of Springfield, made the presentation of the roses and C. H. Baltzell, the chair.

F. H. Shaffer, general manager, made the principal address of the evening, expressing his delight at being able to attend the reunion, and he also spoke in glowing terms of the veterans of the Frisco Lines. He sketched briefly the two days' events, and wished that they might all meet again in the following year. He outlined the progress of the Frisco Lines during 1927-1928, and complimented the pensioners on their work in the solicitation of freight and traffic. Miss Dorcus Gustafson presented a very delightful solo to the audience and generously responded to an encore.

M. M. Sisson, assistant general manager, and Edward L. Westbrook, district attorney, of Jonesboro, Ark., both made short but interesting addresses.

S. S. Butler, general freight traffic manager, spoke on the importance of soliciting freight and traffic for Frisco Lines and asked that the pensioners assist in any way they could. He also expressed his delight at being able to be in attendance.

Following this program, Burch's orchestra played dance music for all those who wished to participate in the dancing.

Between 11:00 and 11:30 o'clock the veteran dancers began to leave the Mosque for their various hotels. Taxi cabs whisked them to the Union Station and the Colonial Hotel lobby, the scene of the greatest activity, was empty.

But the voices and the smiles, in fancy, remained. The greetings that rang through the lobby for two days lingered long after the Frisco trains had carried the last veteran and his family safe to his home.

In his office in the Frisco Building, the morning after the reunion, J. L. McCormack, who has been chairman of the Veterans' Association for five years, was in his office chair again for the first time in several days.

"I would rather help in this event for the veterans of our railroad than anything else I know", he said. "They are the most appreciative group of men with whom I have ever worked. It is a genuine pleasure to make the arrangements for a veterans' meeting, even though it does involve a lot of work and take a great deal of time."



## More Views of the Vets

*Left: The Kansas City contingent, the largest number of veterans and wives from any one point.*

*Below, left to right: The Conley Brothers, H. C., 46 years, 3 months service; O. M., 44 years, 9 months service and M. J., forty years, 9 months service.*

*Center photo: a group of champion horseshoe pitchers, J. B. Hilton, G. F. Linster, Geo. Forrester, H. W. Johnson (prize winner) and Geo. Taffee.*

*Extreme right: "Uncle Charley Baltzell has a heart to heart talk with "Bumps" Scritchfield.*



*Above, left to right: President Kurn, talking over the reunion with two seasoned veterans, B. B. McCrum and John Weckerly.*

*Center: Burch's Orchestra, which furnished music for the dancing.*

*Extreme right: The busiest man on the grounds, J. L. McCormack, secretary of the reunion.*

*At right: Winners of the dancing prizes: Oldest couple, R. S. Dickey and wife; Best looking couple, H. W. Hudgen and wife; Fattest couple, H. V. Kengle and wife; Charleston winners, Harold Johnson, Kathryn Elliott; Best boy and girl dancer, Martha Lou Nay and Betty Jane Clark; Black Bottom, Kathryn Elliott; Waltz, Dent Howard and wife; Fox Trot, S. B. Musgrave and wife, and Jig, J. H. Livingston.*



# Sidelights on the Veterans' Reunion

By MISS MARIE ARNOLD

**T**WELVE O'CLOCK! And down the long tables they filed, those hungry veterans and their families, to receive the well-filled plates and cups handed out by the men under the direction of Charles E. Gray of the Central Boarding and Supply Company. Such barbecued meat, such great crisp leaves of lettuce, large slices of bread and butter, pickles, ice cream in all flavors and SUCH COFFEE! Never before such eats (excepting of course the five previous reunions)!

Section Foremen, Engineers, Supervisors, Brakemen, Officials, Firemen, Attorneys, etc., hundreds of them! Everyone with service anywhere from 20 to 53 years!

First glance at the service records of some of the conductors in the line might easily be taken for the temperature at the park that day, which also ran high: M. D. Welch, Sunnyland, 41 years; E. Sebastian, trains 875-6, 42 years; O. E. Risser, KC-Florida Special, 34 years; J. E. Miller of Ft. Scott, 38 years; Robt. Keller, Sunnyland, 36 years; J. H. Stephens, trains 5-6, 38 years; W. L. Heath, trains 5-6, with 28 years on the Frisco and 22 years and 5 months on the "Burlington", making total of practically 51 years' continuous railroad service. Mr. Heath holds the longest known record of membership in the Order of Railway Conductors, having been a member 45 years.

B. F. Coleman was the oldest engineer in active service in the line, his run being Fayetteville to St. Paul. In the morning he was found reminiscing near the mouth of the cave, explaining that back in '73 he and his boyhood friends had spent many a day there, the cave at that time being used by McMaster and Fox, produce merchants, as cold storage for eggs and butter!

Tom Lyons of Springfield, with 48 years service, and Jim Lyons of Hugo, with 43 years service, chummed together in the line. Jim helped lay the rail for the line between Ft. Smith and Paris and fired for big brother Tom on the first passenger train between those points.

John Clark, pensioned conductor and his wife, "Mother" Clark, were among the first to appear at the picnic grounds. Mr. Clark celebrated

two events, the veteran's picnic and his eighty-sixth birthday on June 18. "Mother" Clark claims she is eighty-four.

Mr. and Mrs. T. J. Dwyer, engineer and wife, of Springfield, greeted acquaintances. Mr. Dwyer has had 36 years service with the road.

Mr. and Mrs. Henry Stockmyer smilingly awaited their turn in the lunch line. Mr. Stockmyer is a yard engineer, St. Louis Terminals, and has a service record of 26 years. He proudly stated that he was also a War veteran, having served in the Spanish American War.

Mr. J. A. Woodson, supervisor of shops at North Springfield, was another veteran with 43 years service to his credit. "I have never missed a pay day in 38 years," Mr. Woodson proudly announced.

Judge E. P. Mann, the Frisco's district attorney at Springfield, enjoyed the barbecued meal. "I've been to all these reunions", he said, "and I wouldn't miss a one."

The beautiful city of Santa Ana, California, was represented in the personage of Mr. F. D. Plavan, former Frisco engineer on the Central division.

Mrs. Mollie Hogan Roth, Telegrapher, with 39 years service, enjoyed the day at the park with her niece, Miss Hogan, as her guest. Miss S. S. Fish, Secretary of the Ladies' Auxilliary, with 38 years to her credit, was also found in the bread line. These two ladies have the longest service records of any other lady employees, with exception of Miss Robinson of the General Offices of St. Louis, whose service was 39 years in January of this year.

J. H. Livingston, Milk Traffic Agent of St. Louis, made good preparation in the bread line, for winning the Jig contest in the afternoon. Forty-four years of service have put springs in his feet, demonstrated by his very elaborate steps which won for him the sofa pillow prize.

Two blacksmiths with long service records waited their turn in line—Wm. F. Reichman of the West Shops, Springfield, with 41 years, and H. I. Ostergard of Springfield, with 49 years.

M. T. Fullington gladly gave the names of some of his veteran telegraphers registered for the reunion—C. B. Chump, 34 years; F. C. Schmidt, 33 years; A. E. Gustafson, 37 years; C. D. Whitney, 27 years; G. E. Wise, 37 years; O. S. Hull, 34 years; Geo. W. Greener, 37 years—all of Springfield, and L. H. Henson, 37 years, of Dixon; also Mrs. Roth of Belt Junction, 39 years.

"In Union there is Strength" seems to be the watchword of the Claim division of the Law Department, seen at the park in full force. 341 years of service represented by these members of the department, all present at the reunion except Mr. Westbay: H. W. Hudgen, F. B. Holland, W. D. Steele, E. M. Carr, Z. B. Claypool, J. W. Morrill, C. C. Mills, G. G. Beckley, Harry Harrison, W. F. Baker, Lucy Good, H. H. Westbay.

General Agents off line were well represented at the Reunion by J. B. Morrow of Atlanta, O. M. Conley of Pittsburgh, C. S. Hall of Cincinnati and W. L. Evans of Denver.

B. R. Davidson, retired attorney for the Frisco at Fayetteville, was on the grounds Monday, exchanging tales of the early days of the road, with fellow veterans.

R. P. Hawkins, engineer of the Central division, with 27 years service, and M. T. Smith, engineer in through freight service St. Louis to Newburg, with 26 years service, standing near each other in the bread line, confessed to be mere youngsters in the service, compared with most of the vets.

J. J. Moran, pensioned engineer of Springfield, was an enthusiastic vet, and has attended all sessions.

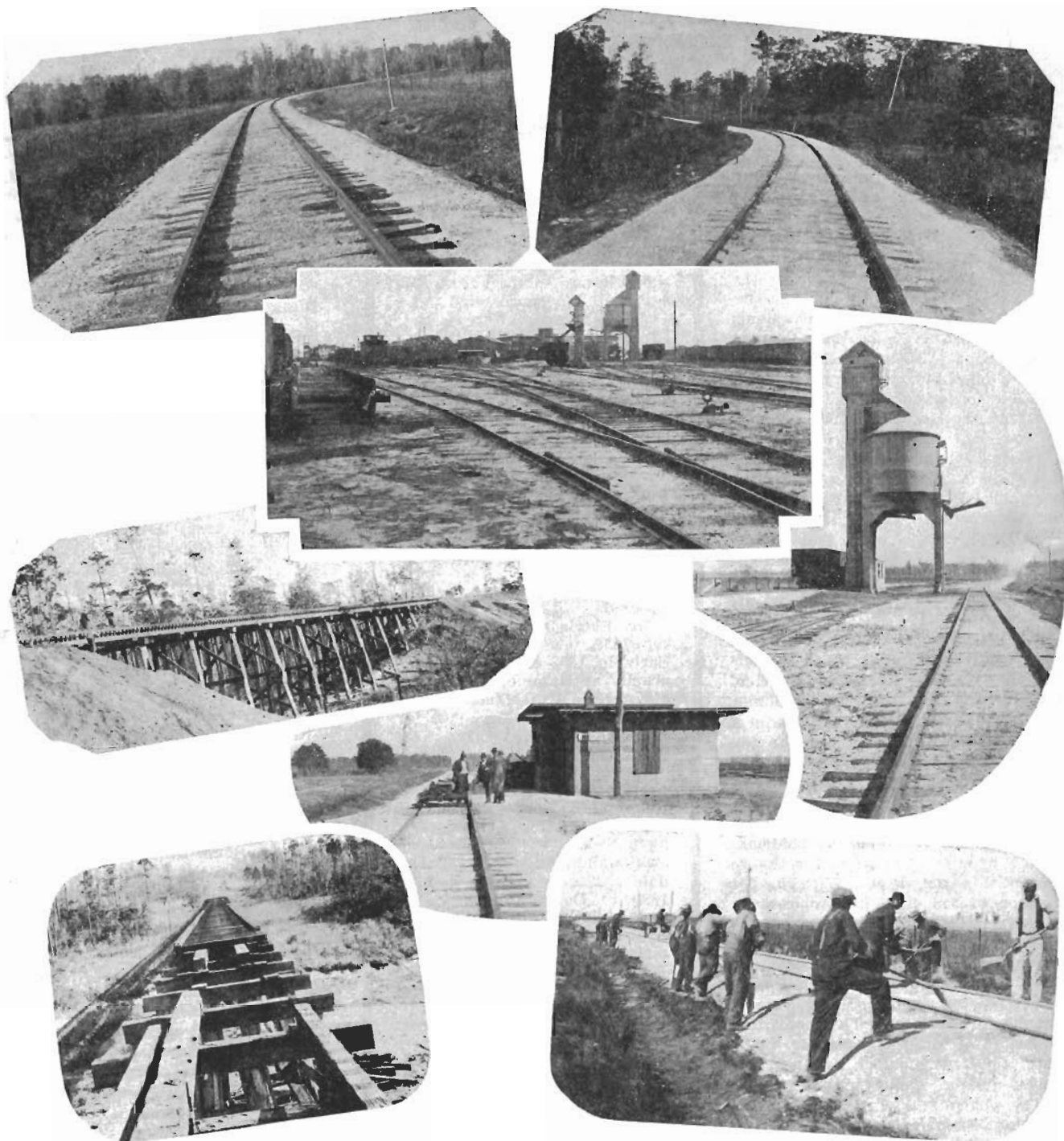
J. B. Hilton, Industrial Commissioner, of St. Louis, with his wife, enjoyed the two days of reunion and remained in Springfield for another day.

Richard Downing, Clerk of St. Louis, with 43 years service, was in attendance again this year.

Mr. and Mrs. R. S. Dickey of Springfield walked through the Grand March in the pavilion for the prize for the oldest couple—\$5.00 presented by the Union National Bank. 80 years and

(Now Turn to Page 21 Please)

## Views of Construction Work on the M. S. B. & P.



The above photographs of construction work along the Muscle Shoals, Birmingham & Pensacola Railroad were taken by Mr. W. S. Lacher, engineering editor of the *Railway Age* during the latter days of the work on that property. The *Frisco Magazine* is indebted to the *Railway Age* for the privilege of reproducing these photographs.

Upper left corner shows the ballasted track near M. P. 44, and upper right-hand corner shows the track on Mexia Hill, M. P. 92.

The scene directly below is of the mechanical facilities at Pensacola and to the right, a view of the coal chute at Local, Ala. The bridge is on the Boggy Line Change and was built on the new part of the line that replaced the line abandoned, as shown in the photograph directly below.

The station picture was taken at Hadley, Ala., with the roadmaster, lineman, division accountant and division engineer standing by the motor car.

At the extreme right, the construction gang is shown dressing ballast between M. P. 35 and 40.

# NEWS of the FRISCO CLUBS

## Kansas City, Mo.

THE Sunnyland Club of Kansas City, was re-organized at a dinner at the Bales Baptist church the night of May 22 when by-laws were adopted and officers elected for the ensuing year. Two hundred and twenty-five attended the dinner.

These officers are: J. Burch, assistant yardmaster, re-elected president; J. R. Needham, of the zone bureau, vice-president; Miss M. Earp, secretary; E. C. Lindeman, treasurer, and J. Salsman, sergeant-at-arms.

After the dinner the business session was called to order by Mr. Needham, who introduced the principal speaker, F. H. Shafer, general manager. He stressed the necessity for all present to assist in obtaining more business for the Frisco, and that courtesy by employees toward the public was of great value to the railway. His address was applauded enthusiastically.

Next was a vocal solo by Miss Irene Barbee, of the freight office, accompanied by Miss Geraldine O'Brien, daughter of Tom O'Brien, switchman. The acting chairman next introduced C. J. Stephenson, assistant to the general manager, Springfield, who outlined some of the activities of other clubs he had visited.

Mr. Burch, president of the club, called on Mr. Needham, as chairman of the by-laws committee, for the report of this committee. With the permission of the club the proposed by-laws were read, section by section, and each section was adopted in its order, after which, on motion from the floor, duly seconded, the committee on by-laws was given a rising vote of thanks for its work. This committee consisted of Mr. Needham, Mr. Lindeman, and J. R. Coulter, assistant executive general agent.

The chairman called E. G. Baker, assistant general passenger agent, who entertained the assemblage with appropriate stories and asked all present to assist his department by furnishing tips on the movement of all passenger traffic that this company may be in a position to handle. His appeal was answered and some information in respect to prospective traffic was given him by J. J. Fitzgerald, claim clerk.

Balloting for the election of officers of the club followed. Next was a violin solo by G. W. Gabauer followed by

## In Memoriam

His last official duty, the conducting of a meeting of the Frisco Employees' Club of Jonesboro, Ark., of which he was president since its formation, Reno John Slagle, 51, agent at Jonesboro, died June 4 at his home, after serving Frisco Lines faithfully for nearly thirty years.

The funeral service was held June 6. He is survived by his widow; a daughter, Louise, 21, and a son, R. J. Slagle, Jr., 11. Mr. Slagle had been in ill health for his last two years.

The last meeting of the Jonesboro club which Mr. Slagle conducted was the night of May 26. He was taken seriously ill the following morning and was removed to a hospital at Jonesboro, where he died.

Mr. Slagle was born March 20, 1877, at Bucyrus, Ohio. Early in 1898 he learned telegraphy at Hammond, Kan., of his sister, Miss Maude Slagle, who was agent-telegrapher for the old Kansas City, Fort Scott and Memphis Railroad.

He entered the service of the Frisco as operator-clerk at Columbus, Kan., August 8, 1898, under L. O. Scoville, agent. He worked this job awhile and then went to Clarksdale, Ark., as agent, and in 1899 to Deckerville, Ark., as agent. In 1900 he went to Grandin, Mo., as agent and remained there seven years. While working at Grandin he met Miss Hattie Elkins and was married to her May 10, 1905. In 1908 he went from Grandin to Hardy, Ark., where he remained seven months. He then went to Hoxie, Ark., as agent, where he remained three years. He was transferred to Jonesboro as agent in July 1913.

Mr. Slagle was among the first to subscribe to the group life insurance plan tendered by the management to employees in certain classes of the service. He carried \$7,000 of this insurance.

a piano solo by Miss O'Brien. With these two as a nucleus the club hopes that it soon will have a complete orchestra.

The president called for expressions from members as to the form of entertainment desired for the next meeting, and the consensus of opinion was for a dinner dance. The committee on entertainment will be instructed accordingly.

## Sapulpa, Okla.

Quinn Baker assistant division engineer, was elected president of the Frisco Employees' Club of Sapulpa, Okla., at the regular election held June 7.

The other officers elected at this meeting were: J. A. MacMillan, roadmaster's clerk, first vice-president; W. B. Holland, wire chief, second vice-president; Frederick Morgan, timekeeper, third vice-president; L. A. Wright, completion report clerk, fourth vice-president; H. A. Reed, agent, American Railway Express Co., fifth vice-president; G. A. Duke, chief clerk to agent, sixth vice-president; Miss Jennie Aitchison, steno-clerk, secretary-treasurer.

C. T. Mason, superintendent of the Southwestern division, Sapulpa, expressed his interest in the Sapulpa club and said he wished the new officers a big success. He stated that the social functions of the club had been 100 per cent but he said that he did not think there was enough push behind the traffic solicitation activities of the club. He suggested that all members of the club become more interested in getting business for the Frisco, explain to merchants the amount of the Frisco payroll at Sapulpa, the number of employees residing there and that the Frisco was going to continue to furnish transportation for the men to go to Tulsa to work and return so that employees residing at Sapulpa but working at Tulsa could continue to reside at Sapulpa. The attendance was 22.

## Sherman and Fort Worth, Tex.

Although the temperature hung between 102 and 103 in the shade, it was a perfect day for the joint picnic of the 500 Ft. Worth and Sherman Frisco employees when they met on the grounds just opposite the shops at Sherman, Texas, on the morning of May 30, Decoration Day.

The Sherman folks had made all preparations, and when the train carrying the Ft. Worth employees pulled in at 10:00 a. m., near the picnic grounds, with more than 300 aboard,



Members of the Choral Club of the St. Louis Girls' Club appear above. On the front row, reading from left to right are the 1928 officers: Mrs. L. M. Molino, wife of Professor Molino, director of the Choral Club; Mrs. A. B. Ferguson, president; Miss Arlie Hart, treasurer; Miss Margaret Byrne, vice-president; Miss Lilly Kulage, secretary, and Miss Elsie Simpson, assistant treasurer.

the colored band of Sherman played a fast march, and everybody from Sherman shouted, "Hello Ft. Worth".

The march to the picnic grounds, led by the band, ended at the checking station, in front of which was a sign which read, "Check your baskets, babies and baggage here".

The first event was a parade. The Sherman folk had borrowed old clothes and burlesqued the more prominent personages in the shops and offices of Ft. Worth. A burro led by a son of one of the colored employes of the Sherman Shops followed last in the parade and bore a sign on his back which read, "Burro of Information".

Before the noon hour a short program was held in the auditorium which consisted of a number by the Two Black Crows, Hayden Head and Harry Kolb; a dance by the Misses Jack and Dorothy Frost and readings by E. V. Maxfield, assistant claim agent, Ft. Worth.

At 12:00 noon the baskets were opened, and many of the families put their food together. One hour later the races and athletic events started.

The races and events staged on the grounds were won by the following; bean race, Miss Pauline McMehan, Ft. Worth; fat men's race, Andrew Clark, Dorchester, Texas; lean men's race,

Grady Russell, Sherman; ladies tug-of-war, won by the Sherman ladies; boys' sack race, Glenn Winebrenner, Sherman; boys three-legged race, Leonard and O. C. Way, Sherman; men and women's needle threading contest, Miss Mildred Brentlinger and George Grace, Ft. Worth; egg race by Mrs. T. M. Tolbert, Sherman.

The greased pig was caught by B. F. Elliott of Sherman, Texas who received \$5.00 for its capture, and the ball game was won by the Sherman employes with a score of 15 to 4. The prize for the tug-of-war, won by the Sherman ladies was a loving cup, made by the shop employes of Sherman to be used as a permanent trophy and exchanged each year at the picnic.

Following the afternoon activities, the baskets were again opened and supper served. The ice water, lemonade and coffee were served free.

More than 300 people assembled in the auditorium following the supper where they danced until a late hour.

The committee on entertainment consisted of Mr. Joe Bryan, chairman, Messrs. P. L. Stenger, J. Honaker, Si Stephens, Ed. Brooks, A. H. McKinney, Bill Chase, G. Sistrunk, Eddie Green, Claude Cole, Bill Dodd, T. M. Tolbert and A. E. McLaughlin. Mr.

Jack Way acted as chairman of the grounds committee; L. McMillan, chairman of the refreshment committee; C. C. Jordan, chairman publicity committee; Gene Inglehart, chairman checking room committee; L. C. Montgomery, chairman music and dance committee and L. C. Fuller, chairman finance committee.

The colored folk, who had part of the picnic ground reserved for the day, turned out in large numbers, and more than 50 of them came on the special train.

The special left the grounds at a late hour, bearing a happy but tired group of picnickers to Ft. Worth.

### St. Louis Men's Club

Hon. Victor J. Miller, mayor of St. Louis, was the guest of honor and the principal speaker at the monthly luncheon meeting of the Frisco Men's Club of St. Louis, held May 25 at the American Hotel Annex. The subject of all the addresses was "Personal Contact." The attendance was 276.

The mayor said that such organizations as the Frisco Men's Club of St. Louis can increase the revenues of railroads and that business needs team work by its employes. He closed his speech by referring to the operation of various departments of the city.

J. R. Koontz, vice-president, traffic, and J. W. Nourse, general passenger agent, spoke of the value of team work by employes of the Company in increasing freight and passenger revenue. C. H. Baltzell, special representative of the general manager, said that he would have a surprise to present at the next meeting of the men's club.

The mayor was introduced by Arthur Stoebr, secretary of the men's club and a friend of the mayor. Entertainment consisted of songs by the Kelsey Sisters, selections by an orchestra composed of five Frisco men, and a novelty song by H. C. Doernhoeffer, of the president's office. Frank C. Bymaster, president of the club presided.

### Memphis, Tenn.

Approximately 300 persons, consisting of Frisco employes, members of their families, and friends of the employes attended the dance given by the Frisco Employee's Club of Memphis the night of May 11 at Dreamland Garden, to music by Henry Farris' Orchestra.

This club was to hold an old-fashioned southern barbecue some time in June.

### Fort Scott, Kan.

The Frisco Employees' Club of Fort Scott, Kan., held a dance May 25 in Eagles' Hall to music by the Frisco Broadcasters directed by E. P. Knox, file clerk.

Among the guests were W. G. Willis, manager of the Montgomery Ward & Company store which is being opened at Fort Scott, and Mrs. Willis.

The attendance at the dance was 100 persons.

### St. Louis Girls' Club

Two hundred members were present at the May luncheon of the St. Louis Girls' Club, held at the American Annex at 12:00 o'clock noon, May 28. Guests of honor were: Mr. F. H. Hamilton, vice president, secretary and treasurer and Mr. F. W. Young, paymaster.

Before the members seated themselves, Miss Loretto Connor moved that a resolution of sympathy be embodied in the minutes of the May meeting in respect to the memory of Miss Addie Toland, who died April 27, and that the resolution be sent to the relatives. Mr. Hamilton also asked that the sympathy of the management be added.

Mr. Young made the first address and he sketched briefly the advent of women employes into the Frisco offices, naming the first women and their employers. Mr. Hamilton, who followed him stated that he did not

### SERVICE ON THE FRISCO

The passengers who ride on Frisco trains are not only patrons of the road, but friends of each and every employe. This fact was emphasized recently, when a very serious washout at Salt Fork River bridge, just west of Altus, Okla., occurred, and a little girl holding a ticket to Olustee, Okla., was a passenger on the train which was tied up.

Mr. Henry Swearengen, second trick operator at Altus and his wife took the little girl home with them. They took the best care of her, gave her dinner and a room for the night and breakfast in the morning, and for fear her mother would worry about her safety (as it was impossible to reach Salt Fork for three or four days, and no wires across the river) they drove the child in their car some fifty miles around to a point where she could cross the river and reach her mother at Olustee.

"This is, of course, a very fine case of just what Frisco employes will do for patrons of our system," writes Mr. E. L. Hill, assistant superintendent, "and I feel that both Mr. and Mrs. Swearengen should be complimented for the effort they made to insure the child's welfare and ease the worry which such a washout might cause her mother."

remember as far back as Mr. Young.

Three delightful numbers by talented members of the club furnished the entertainment features; the first a piano solo by Adele Vincent of the staff of auditor of freight accounts. She responded with two encores. Evelyn Keissling of the dramatic club presented two readings, "The Usual Way" and "The Shaving of Jacob". An impromptu number, but one which called for three encores was presented by Mary Crane, soprano, accompanied by Margaret Heuermann at the piano. The girls sang and played a number of the latest jazz tunes. Miss Bertha Hahn, president of the bowling club made a brief announcement of the accomplishments of the bowling teams for the past year.

The Choral Club of the St. Louis Girls' Club disbanded for the summer with a dinner and election of officers on the night of May 22, at the Busy Bee Lunch Room. There were twenty-nine members present.

Following the dinner, Mrs. A. B. Ferguson, president of the choral club who acted as toastmistress, thanked both Professor and Mrs. L.

M. Molino for their splendid direction of the club and expressed her thanks to the members who had supported her during her term as president.

The following officers were elected for the 1929 season: Miss Margaret Byrne, president; Miss Lilly Kulage, vice-president; Miss Minette Juhlian, secretary; Miss Gladys Marshall, treasurer, and Miss Norine Conway, assistant treasurer. Each of the girls pledged her support for 1929. Following the dinner, many of the girls attended a theatre party.

### Neodesha, Kan.

"The Neodesha Frisco boys have one of the finest employe organizations on the system and their monthly entertainments are proving a great boon to the community as well as to the service."

So said the Neodesha (Kan.) Daily Sun of May 25 in its write-up of the picnic held by the Frisco Employees' Club of Neodesha at Dunn Dam, a Standard Oil Company resort eight miles northwest of Neodesha, the evening of May 24. The attendance was approximately 225 persons, including members of the families of club members.

A ball game, in which Alfred Malmgren's crew defeated the team of Harry Brown, 17-9, horseshoe pitching, swimming, a weiner roast and dancing were the principal features of the program. "Bill" Hale and J. M. Weldy furnished the music for the dancers.

Twenty-five young people had a hay ride from the Frisco depot to the picnic grounds. Mrs. H. M. Cloud, wife of the president of the club, and Mrs. Dean Burton were the chaperones of the hay ride.

### Fayetteville, Ark.

Despite adverse weather conditions twenty-seven members of the Frisco Employees' Club of Fayetteville, Ark., and one visitor, S. T. Cantrell, superintendent of the Central division, Fort Smith, were in attendance at the club's business meeting held May 18. A. C. Miller, conductor, president of the club, said he considered the attendance very good under the conditions.

In his talk President Miller cited statistics regarding the value of the Frisco to Fayetteville. He said that the Frisco has 102 employes residing in the vicinity of Fayetteville and that they spent the majority of their money at Fayetteville. He said that the Frisco pays annually approximately \$50,000 in taxes in Washington County, in which Fayetteville is located.

Mr. Cantrell said that organized work among Frisco employes could

obtain freight and passenger business for the Frisco.

Other speakers included: A. Scherrey, roadmaster; J. H. McMurray, traveling auditor; H. Poe and J. E. Bradley, B. & B. foreman; C. B. Coleman, engineer; G. C. Dakon, fireman; E. L. Greene, civil engineer, and George Erby, engineer. All told of what they were trying to do in connection with Frisco employee club work.

### Carrier, Okla.

"Let's Merit the Business."

This is the slogan of the Frisco Employees' Club of Carrier, Okla., it was announced in the minutes of the business meeting held by that club, May 26.

W. E. Davis, president of the club, was the first speaker and he talked of accident prevention, making friends for the Frisco, and the obtaining of more business for the Frisco.

F. K. Shrock, agent, Carrier, and secretary of the club, cited a few instances of increased traffic so that members of the club might know they were getting results. Those who attended this meeting were: Mr. Davis; Mr. Shrock; Roy Maggard, Fred Luman and Harold Warman, trackmen; and J. L. Dozier and Charles E. Bodkin, bridgemen, both of Enid, Okla.

### Dacoma, Okla.

Several points on the Western division were represented by persons attending the business meeting of Frisco Employees' Club of Dacoma, Okla., May 29. R. A. Heady, section foreman, president of the club, presided and delivered the opening address. Mr. Heady urged that each one present keep in mind daily that it was important to get more business for the Frisco.

Other speakers were: C. A. Thorn-

ton, agent at Helena, Okla.; F. K. Shrock, agent at Carrier, Okla.; C. E. Gourley, joint Santa Fe-Frisco agent at Avarad, Okla.; C. F. Lea, agent at Goltry, Okla., who interspersed several jokes in his talk on obtaining more

tendance was thirteen.

### Helena, Okla.

The Frisco Employees' Club of Helena, Okla., held a traffic solicitation and accident-prevention meeting April 30. The attendance was nine persons.

Those present were: F. K. Shrock, agent, Carrier, Okla.; J. J. Hood, agent, Dacoma, Okla.; F. C. Lea, agent, Goltry, Okla.; C. A. Thornton, agent, Helena; E. Smith, section foreman, Helena; R. A. Heady, section foreman, Dacoma; James Sims, section foreman, Goltry; W. E. Davis, section foreman, Carrier, and Irvin Kost, trackman, Helena.

### Clinton, Mo.

One of the most enthusiastic meetings ever held by Frisco employees at Clinton, Mo., was the joint meeting of the Frisco Employees' Club of Clinton and the auxiliary to the club, held Sunday afternoon, May 20. The attendance was thirty.

A. T. Laney, conductor, president of the club presided. The auxiliary is composed of wives and some of the daughters of Frisco men employees at Clinton. Miss "Chubby" Peckenaugh played a piano solo. Mrs. Frank Rogers presented a reading and responded with an encore.

A talk on co-operation, traffic solicitation and kindness was made by F. M. Walters, manager of the Larrabee Flour Mills, Clinton. A. W. Vanderford, a Frisco patron for about twenty years, spoke on co-operation. Both these men expressed their

appreciation that they had been invited to address the gathering. On motion by William Balke, seconded by Lawrence Crotty, the men extended a vote of thanks to the ladies for meeting with the former.

After a session of about three



ONE of the interesting features of the May 17 meeting of the Frisco Employees' Club of Birmingham, Ala., was the welcome accorded Mr. J. E. Springer, newly appointed to succeed Mr. D. F. McDonough as general agent at that point.

This was the first meeting of the Club which Mr. Springer had attended, and when the time came for his introduction to the Birmingham employees, Chief Clerk Whitten of the superintendent of terminals' office cordially extended him the hand of welcome, which was a stuffed work glove and arm.

Mr. Springer was quite overcome with the gracious introduction and congratulations, but the affair had been worked up into a cartoon by John Godsey, and Mr. Springer has since found words in the few lines of poetry quoted herewith, to express his appreciation of the welcome:

#### THAT BIG HAND

I was greatly overawed  
When they started to applaud,  
And I noted all that stir by Mr. Whitten.  
But the worst was yet to come,  
And it struck me almost dumb  
When they pushed into my face that mammoth mitten.

I am thinking of it yet  
And I never can forget  
Just the way that Whitten hustled up the aisle;  
Then that long extended arm  
For a moment caused alarm;  
My composure disappeared for quite a while.

After I got back to Earth,  
I discovered "gobs" of mirth;  
Every member of the bunch was feeling "bully."  
Though they took me off my feet,  
My contentment is complete,  
And I'll try to meet the situation fully.

freight; J. Sims, section foreman at Goltry; George Dodsworth, water service department, Enid. A letter written by J. H. Hannegan, agent at Hope-ton, Okla., was read. He was unable to attend because he was on duty when the meeting was held. The at-

hours, during which there was considerable constructive talk regarding setting out of cars at Clinton. Refreshments were served by the club, Messrs. John Peckenpaugh, Clyde Hunter and T. B. Holder acting as waiters.

### Fort Worth, Tex.

T. E. Brooks, switchman, Fort Worth, and his son were instrumental in obtaining fifty-eight round-trip tickets from Fort Worth to Denison, Tex., on account of the Dramatic Order, Knights of Khorassan convention held at the latter place early in May, it was announced by Elmer H. Jordan, district passenger agent, Fort Worth, during the business meeting of the Frisco Employees' Club of Fort Worth held the night of May 19.

The meeting was to have been of the executive committee but not a majority of the committee was present so the committee was called to meet May 24 and those present the night of May 19 held a program of talks and discussions for the betterment of the club.

Lee Watson, president of the Weakley-Watson-Miller Hardware Company, Brownwood, Texas, and also a director of the Fort Worth & Rio Grande Railway Company, a part of Frisco Lines, was a visitor. He spoke of the friendship of himself and his employees toward Frisco Lines and of the worth of the club to Frisco employees at Fort Worth and to the public.

The Frisco Employees' Club of Fort Worth, Texas, held a short business meeting at the South Side Masonic Lodge the evening of May 24, immediately preceding the annual commencement exercises of nurses of Harris Hospital, Fort Worth, the Frisco hospital for Texas Lines. The exercises were held in South Side Masonic Lodge, and the use of the room for the business meeting of the club was through the courtesy of Dr. S. A. Woodward, division surgeon, Fort Worth.

Those who attended the club meeting attended the commencement exercises, to which all members of the club had been invited.

### Eagle City, Okla.

Talks on traffic solicitation, transportation efficiency, accident prevention, co-operation between merchants and the Frisco and volume of business received at Eagle City from foreign lines were the principal subjects handled at the business meeting of the Frisco Employees' Club at Eagle City, Okla., held May 28.

J. B. Soward is president and G. R. Monell, secretary, of this club.

### BERRIES AT MONTREAL

Miss Louise Smith of Sherman, Miss., was picking strawberries for shipment over Frisco Lines recently, when she conceived the idea of putting her name and address in a box. The strawberries left in a Frisco shipment for the East.

Ten days later Miss Smith received a letter from Montreal, Canada, dated May 1, from a Mrs. Jaques of that city, stating that she had purchased the box of berries on the market at Montreal and had found the address. She also stated that the berries were so nice that she could not refrain from writing to the young lady whose address was found in the box, telling her of the wonderful condition of the berries.

Nineteen cars of berries were shipped out of Tupelo, Miss., during the present season, and it is believed the 1929 production will cover Tupelo, Amory and Hamilton, Miss., and there will be large returns from other parts of Mississippi.

Employee solicitation was responsible for the routing of many cars "via Frisco Lines."

### Ames, Okla.

"Hustle the Business, Boys."

This is the slogan of the Frisco Employees' Club of Ames, Okla., it was announced in the minutes of the meeting of the club held May 28. The attendance was seven, consisting of five members and two visitors: A. W. Fisher, manager of the Farmers Elevator Company, and Gus Laubhan, a high school student.

C. Laubhan, section foreman, president of the club, opened the meeting with a talk on courtesy, accident prevention and traffic solicitation. L. B. Lindley, agent, and secretary of the club, talked on traffic solicitation and courtesy. E. Weidner, section laborer, spoke on accident prevention and traffic solicitation. John Hessington, section laborer, and F. Gibson, city drayman, spoke on traffic solicitation.

### Oklahoma City, Okla.

General Manager F. H. Shaffer, Springfield, Mo., and Mrs. Shaffer were guests of honor at the dance given by the Frisco Employees' Club of Oklahoma City at Belle Isle Park, near Oklahoma City, May 24, when 350 persons, including members of the families of employees, attended. Bridge tables were provided for those who did not care to dance.

Mr. Shaffer delivered a short talk

and in an emphatic manner assured the club members of his appreciation for the additional traffic that they had obtained. Mr. and Mrs. Shaffer were presented by the club with a beautiful silver cream and sugar at the close of the evening.

Other out-of-town guests were: Mr. and Mrs. W. P. Kent, Mr. and Mrs. D. M. Hickox and Mr. Fay Warren, all of Tulsa, and Mr. and Mrs. John Fitzgerald and Miss Nona Giddon, all of Bristow, Okla. Mr. Warren, who is president of the Frisco Employees' Club of Tulsa, extended to the Oklahoma City club an invitation to attend the social meeting of the Tulsa club that was scheduled for June 15.

Letters were read from President J. M. Kurn; J. E. Hutchison, vice-president, operation; Mr. Shaffer; M. M. Sisson, assistant general manager, and C. J. Stephenson, assistant to the general manager, congratulating the club for the letter which the club wrote and distributed to each person on the goodwill tour made by a large group of members of the Oklahoma City Chamber of Commerce in May in a Frisco special train. The letter extended the club's greetings to the goodwill tourists and gave statistics about the Frisco's payroll in Oklahoma City, the number of Frisco people residing there, and their approximate annual expenditures in Oklahoma City.

### Poplar Bluff, Mo.

L. A. Gibson, conductor, was elected president, and E. Zimmerman, agent, was elected vice-president of the Frisco Employees' Club of Poplar Bluff, Mo., at the meeting of the club June 5, to succeed, respectively, Cleatus Price, clerk, freight office, who has been president of the club, and Sam Newton, freight conductor, who has been vice-president of the club, both of whom have been transferred out of the city.

W. P. Barrett, division claim agent, was elected chairman of the entertainment committee, succeeding Mr. Gibson, who resigned this position when elected president. Mr. Barrett was given authority to select the other members of the committee.

A by-laws committee was appointed with the following members: George H. Windsor, division freight agent; Mr. Barrett and Mr. Zimmerman.

Several talks were made relative to work of the club, including some things it can do for the Frisco, and in promotion of fellowship among the club members. The attendance was 15.

Plans were completed for a picnic at Big Spring State Park, near Van Buren, Mo., June 17. All employees

of the Frisco are invited by the club to the picnic. The club selected as its monthly meeting days the first Tuesday and third Monday.

#### Lawton, Okla.

Traffic solicitation and plans for a picnic scheduled to be held at Ledge Rock June 8 were discussed at the meeting of the Frisco Employees' Club of Lawton, Okla., held May 11. The attendance was twelve, including A. R. Van Lew, agent at Fort Sill, Okla., which is considered in the jurisdiction of the club.

The meeting was presided over by Lester Shrader, claim clerk, president of the club.

#### Wichita, Kan.

General Manager Shaffer and J. H. Doggrell, superintendent of transportation, both of Springfield. W. H. Bevans, superintendent of the Northern division, and D. E. Gelwix, division engineer, both of Fort Scott, were the visitors at the business meeting of the Frisco Employees' Club of Wichita, Kan., held May 10. Twenty members of the club attended.

Talks were made by Mr. Shaffer, Mr. Doggrell and Mr. Bevans. Mr. Doggrell stated that passenger trains were running close to schedule and that this fact should be used in soliciting passengers. Mr. Bevans spoke on obtaining longer hauls on shipments and asked that every effort be made to obtain more business. Others who made talks were: R. H. Grimes, S. P. Haas and H. E. Morris.

#### Clinton, Okla.

The Frisco Employees' Club, of Clinton, Okla., which has membership also at Cordell, Bessie, Arapaho and Custer City, held a business meeting the night of May 29 which was attended by sixteen. Traffic solicitation and routing of passengers and freight were subjects of speakers.

Speakers included: J. E. Kerr, agent, Clinton; W. E. Haigh, operator, Clinton; William Downs, section laborer, Cordell, who said that section men could do much for their company by being courteous to farmers along their sections; E. D. Osborn, cashier-operator, Cordell; P. G. Whitson, extra operator, Cordell. Everyone present was given an opportunity to talk and practically all entered into discussions during the meeting.

#### Winfield, Kan.

The Frisco Employees' Club at Winfield, Kan., held a meeting May 31

and the attendance was sixteen, including two visitors, C. C. Mills, accident prevention agent, Oklahoma City, and J. F. Pharris, foreman, Western Union Telegraph Company.

Speakers included Mr. Mills; R. Smith, section foreman, Floral, Kan.; J. B. Vasilopus and A. Davis, section foremen at Winfield. Regret at being unable to attend was sent by F. C. Gow, assistant superintendent of the Western division, Enid, Okla. J. H. Constant, agent, is president of the club and J. O. Jones, cashier, is secretary.

#### Springfield, Mo.

The standing for May of the four traffic solicitation teams in which the

president; Willis Burnell, secretary; M. J. Jamerson, chaplain; Ernest Rhinehart, treasurer, all roundhouse men, and Murray Hill, train porter, chairman.

The other members of the club are: James Denmon, Sam Dennis, Marshall Fullbright, Wheeler Goree, Joseph Hunt, Arthur Manning, David Marion, Oliver Nunnally, John Ticer, Lee Terrill, Clarence Wren, Amos Ward, all roundhouse men; Isaac Fields, station porter; William Hooks and Joseph Austin, train porters; E. Britt, Joseph Cloud and Prince Harper, section laborers, and Coy Flowers, Alexander Lancaster and Brooks Thomas, coal chute men.

#### Tulsa, Okla.

"You must know your railroad—you must know what points it operates into, you should know freight schedules in your territory, and your passenger schedules."

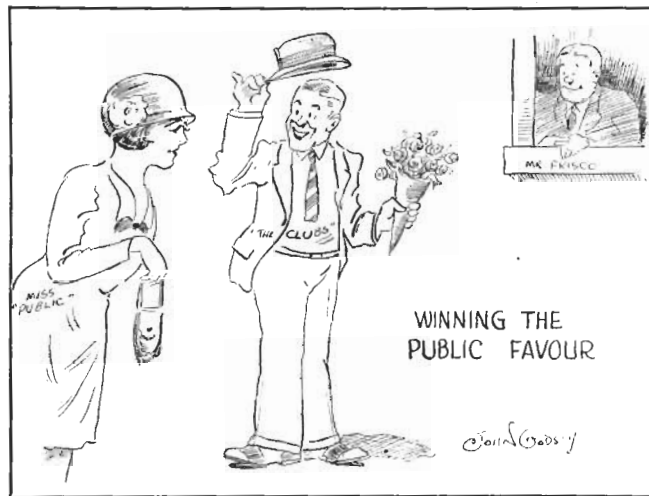
This was one of the statements made by Clarence J. Stephenson, assistant to the general manager, Springfield, Mo., in his address before the Frisco Employees' Club of Tulsa, at its meeting May 16.

"You may not think that you have any investment in the corporation you serve, but you have one. You may not have it in stock, bonds, etc., but you have a larger investment than you may realize. If you just stop and figure how much money your earnings, capitalized at six per cent, would amount to, you can figure just that much money invested in the Frisco."

#### St. Louis Terminals

The Frisco should be ready to start air-rail transportation "when the time has come that the American people want air transportation in connection with our railroads," in the opinion of members of the Frisco Employees' Club of the St. Louis Terminals, expressed during a discussion of the proposed air-rail service between New York City and Los Angeles at the club's meeting May 31, in the office of P. W. Conley, superintendent, St. Louis terminals.

Members of the club also expressed their opinion that "much can be done now (by the Frisco) as to laying out the groundwork, such as acquiring proper landing fields and other parcels of lands necessary to the successful operation of airports and in the education of the employees of this company to the great advantages of aviation in the transportation field."



Frisco Men's Club and the Frisco Girls' Club of Springfield, Mo., have been divided was as follows (based on the proportion between the number of persons on a committee and the number of traffic tips turned in by a committee): Captain A. B. Sherwood's team—697 tips, 216 in team, percentage, 3.227; Captain F. L. DeGroat's team—200 tips, 296 in team, percentage, .676; W. W. Shackelford's team—12 tips, 114 in team, percentage, .105; J. P. Kerr's team—1 tip, 160 in team, percentage, .006. Thus the tips for May totaled 910.

The four persons making the highest scores for May, in their order, were: J. D. Anderson, 89 tips; Miss Bernice Jennings, 65 tips; Miss O. Engleking, 53 tips, and J. W. Kastler, 30 tips. These four persons are in the telegraph department.

#### Colored Employees' Club of Hugo, Okla.

The Frisco Colored Employees' Club of Hugo, Okla., which was organized in March, 1927, and has a membership of twenty-six, is active in solicitation of traffic, particularly passenger.

The officers are: Young Redice,

**Chaffee, Mo.**

Approximately 700 residents of Chaffee, Mo., turned out for the street dance staged by the Frisco Employees' Club of Chaffee the night of June 7. Many of these persons took part in the dance and the remainder were on the side lines. The club charged ten cents a dance and took in \$82.15 for the club treasury.

J. R. Holland, operator-clerk, president of the club, said that he believed the dance was the best ever held at Chaffee.

The Twilight League, consisting of four baseball teams, two of the teams being composed of Frisco employees, is going strong. The Frisco Employees' Club of Chaffee was instrumental in the formation of the Twilight League.

**Hayti, Mo.**

A fifty-one car good will tour of towns in the region of Hayti, Mo., in which approximately 500 persons participated and 130 miles were made, was staged by the Frisco Employees' Club of Hayti, June 16. The tour was supported loyally by business men and others of Hayti and Pemiscot county. The parade lasted from 10 a. m. to 6:15 p. m. The good will tourists were welcomed by nearly all of the population of each town visited.

The car which led the parade carried a banner which read, "This Good Will Parade Is Put on by the Frisco Employees' Club of Hayti, Mo.," and another banner which read, "Frisco Club Motto—Business to You Means Business to Us. Giving You Service Is Our Pleasure."

Directly behind this car was a large truck carrying banners advertising the Frisco Railway as the shortest route from St. Louis to Pensacola, Fla., via Southeast Missouri, and also two large banners advertising the city of Hayti, stating how many business houses Hayti has and also how many trains the Frisco operates through Hayti daily.

Behind this truck was a large truck carrying a sixteen-piece band. Pictures of the parade will appear in the August issue.

Towns visited included: Kennett, Deering, Pascola, Caruthersville, Steele, Holland, Cooter and Cottonwood Point. The town of Braggadocia was omitted as the parade was unable to traverse the dirt road from Deering because of heavy rains.

**Monett, Mo.**

One of the most enthusiastic and instructive meetings held by the Frisco Employees' Club of Monett, was the one of June 14, which was attended by twenty-five members.

The club voted to enlarge the entertainment committee and the committee was instructed to arrange for



a picnic to be held soon. Organization of an athletic club was discussed and the club may soon have a baseball team.

A general discussion was held as to ways and means of obtaining more business for the Frisco. It was shown what an important movement the strawberry crop was in the Monett region. J. J. Charles, conductor, president of the club, said the club should encourage the continuance of the strawberry industry as much as possible.

**Neodesha, Kans.**

Much business was obtained by members of the Frisco Employees' Club of Neodesha since the previous meeting. It was reported at the meeting held June 7.

Twenty persons were present at the latter meeting, including H. E. Morris, assistant general freight and passenger agent, Wichita, Kan.

**Wichita, Kans.**

Murl Calvert, switchman, was re-elected president of the Frisco Employees' Club of Wichita, Kan., at the semi-annual business meeting held June 12.

Ed. Immler was elected secretary-treasurer succeeding H. L. Byerly.

Traffic solicitation was spoken of in several of the talks.

The attendance was twenty-five.

**Henryetta, Okla.**

Traffic solicitation, the giving of 100 per cent service in movement of carloads, and a general discussion of the value of meetings of the club were the principal subjects handled by the Frisco Employees' Club of Henryetta, Okla., at its meeting June 12. The attendance was eleven and the night was rainy.

Speakers included: H. O. McKinstry, agent; J. B. Herndon, yardmaster, and J. D. Keith, cashier, secretary of the club.

In the general discussion all speakers were of the opinion that good was being accomplished by such meetings of the club. All present promised to get busy and get a greater number out to the next meeting, scheduled for July 10.

**Memphis, Tenn.**

A large amount of business was obtained by members of the Greater Traffic Committee of the Frisco Employees' Club of Memphis during the month of June, it was reported at a meeting of the committee held the afternoon of June 13.

W. F. Corkery, chairman, called the meeting to order. The next meeting was set for July 11.

### *Madill, Okla.*

Suggestions regarding obtaining more business for the Frisco, were made by members of the Frisco Employees' Club of Madill, Okla., at the meeting held June 15. Nine persons were present. The meeting was interesting, according to O. F. Nowlin, agent-yardmaster, and president of the club.

The club voted to change the business meeting dates from the second and the fourth Fridays to second Fridays.

### *Fort Smith, Ark.*

Various traffic solicitation matters were discussed June 12, by members of the Greater Traffic Committee of the Frisco Employees' Club of Fort Smith, Ark.

Nine local shipments were obtained by L. W. Blakely, claim clerk, one passenger was obtained by E. W. Smith, chief clerk to the superintendent, three passengers were obtained for the Frisco by C. P. Hensley, clerk in the division accountant's office, ten cars of potatoes were obtained by Ben Singleton, conductor, and two cars of motor trucks were obtained by Miss Pauline Smreker, steno-clerk.

The next business meeting was scheduled to be held July 10.

### *Tulsa and Sapulpa, Okla.*

The Frisco Employees' Clubs of Tulsa and Sapulpa, held a joint picnic at Crystal City Park, between Tulsa and Sapulpa, June 15. A basket supper, patronage of amusement devices of the park and a dance were the principal events of the picnic.

The miniature train created much interest, due mostly to the fact that the engine is labeled "Frisco."

### *Kansas City, Mo.*

A re-organization luncheon of the Ladies' Auxiliary to the Sunnyland Club was held at Nance's Cafe, corner 12th and Main Streets, Kansas City, on May 29. The chief purpose of the Auxiliary is to assist the Sunnyland Club of Kansas City in all its enterprises. The members voted to have a luncheon at least once a month.

The following officers were elected for a period of six months: Mrs. C. E. Finnegan, president; Mr. J. T. O'Brien, vice-president; Miss Katherine Welch, secretary, and Mrs. J. Burch, social chairman.

Mrs. Burch appointed the Misses Marion Shaw, Marjorie Craig and Frances Ladeski, of the Kansas City offices, on a social committee to ar-

## IS FRISCO DERBY WINNER



Approximately 8,000 people attended the recent race meet in Tulsa on "FRISCO DAY," and saw Mrs. Wm. D. Moore, daughter of Mr. E. N. Brown, chairman of the Board, New York City, place the wreath on "Irish Pat," the winner of the Frisco Derby.

Mrs. Moore has just recently moved from New York City to Tulsa, where she will make her future home. The photograph shows Mrs. Moore and the winner, directly following the race.

range entertainments and programs for the organization.

### *Ladies' Club of Tulsa*

The Tulsa Ladies' Club of Tulsa gave its regular monthly luncheon at Brown-Dunkin Tea Room, Wednesday, June 13.

Following the luncheon, which was a delightful affair, a business meeting was held and many interesting topics were discussed.

A swimming party and picnic dinner is planned for July 10, the affair to be held at Mohawk Park.

The contact girls, of the Frisco Girls' Club of St. Louis, met in the assembly room, St. Louis, on June 13, for a nomination and election of officers for the term 1928-1929. The girls voted unanimously to re-elect the present officers, as well as retaining the present chairman of the various committees.

The June luncheon, held on June 25, was in the nature of an anniversary party. A huge birthday cake, lit with one candle was on display at the speakers table, and toward the close of the meeting was cut, and distributed to the girls.

G. B. Perkins, auditor, and G. R. Woods, of the Seventh Street Station, both of St. Louis, were honor guests and each made a short address to the girls.

One of the features of the program

was the marriage of Mr. Frisco and Miss Pensacola. At this writing the names of the participants could not be secured, but the young bridal couple had for attendants, nine girls representing the nine states through which the Frisco runs.

The Dramatic Club of the Girls' Club ended its first season with a dinner at the Mayfair Hotel on the evening of June 21.

About 15 members and guests were present.

The boat ride, the second annual one to be planned and given by the Girls' Club of St. Louis is scheduled for the night of July 11. Tickets have been printed and distributed for sale, and the affair is expected to be as successful as the one given in 1927.

The Golf, Swimming and Horseback Riding Clubs are progressing nicely and the girls are evincing much interest in the summer activities. The Hiking Club hiked to the picnic grounds in Forest Park on the night of June 12, despite inclement weather. They took refuge in the open air pavilion and enjoyed a hot picnic lunch. Miss Evelyn Keissling was chairman of the hike.

### *Chaffee, Mo.*

The Frisco Girls' Club of Chaffee, planned many outdoor activities for the month of June, such as hikes, picnics and outdoor parties, but due to the extremely rainy season, practically all the affairs had to be postponed.

As soon as the inclement weather is over, activities of the club will be resumed.

### *Carleton, Okla.*

Four Frisco employees and eight farmers, all of Carleton, Okla., attended a traffic solicitation meeting held in the waiting room of the Frisco station at Carleton, June 13. J. B. Edwards, section foreman, presided.

Mr. Edwards opened the meeting and said to the farmers that if they would bring their wheat, cream and other products to Carleton the Frisco would take care of them.

Jess Harkness, one of the farmers, said that he would give the Frisco his wheat and that if there should not be a carload he would join the other farmers and get enough for a carload. All present made short talks.

Those who attended, besides Mr. Edwards and Mr. Harkness, were: J. B. Moore, Noel Price and Willis Webber, section laborers; John Lowen, Alva Kimbol, A. Setelburger, Joseph Harkness, Walter Hagler, Harry Hagler and William Hagler, farmers. Mr. Edwards said he would try to have another meeting in about two weeks.

## Delicious Strawberries for 2,000,000 Persons in This Frisco Train



**E**NOUGH strawberries to provide a dish each for 2,169,600 persons were contained in the Frisco Lines "Strawberry Special" train of seventy-one Merchants Despatch refrigerator cars pictured above at Fort Scott, Kans., May 26, enroute from Monett, Mo., the Frisco strawberry concentration point, to Kansas City, Mo., for distribution to other lines. This was the longest train of strawberries the Frisco had ever handled.

The seventy-one cars of strawberries contained the total of 30,175 crates, or 723,200 quart boxes, an average of 425 crates to each car.

The gross ton miles of the train were 292,050 and it consumed fourteen

tons of coal from Fort Scott to Kansas City, making the fuel performance of ninety-three pounds per 1,000 gross ton miles.

Cars of strawberries in the train were billed to Minneapolis; Concordia, Kans.; Milwaukee; Aurora, Ill.; Ottumwa, Iowa; Fargo, N. D.; Denver; Rock Island, Ill.; Clinton, Iowa; Chicago; Utica, N. Y.; Detroit, and Kansas City. Besides the seventy-one cars of strawberries there, were in the train one car of bananas and two cars of hogs.

The train was handled into Fort Scott by Carlos Wagoner, conductor; G. E. Vale, engineer; Bill Brewer, fireman, and Roy Reece and Frank

Sherer, brakemen, all of Fort Scott. The train was handled from Fort Scott to Kansas City by George Kirk, conductor; A. Cobb, brakeman; O. R. Adams, brakeman; A. W. Branstetter, engineer; Ira Dillinger, fireman, all of Kansas City. L. B. Clary, assistant superintendent of the Northern division, Fort Scott, and G. A. Ermatinger, road foreman of equipment, Kansas City, Mo., accompanied the train from Fort Scott to Kansas City. The train left Fort Scott at 12:07 p. m., arriving at Kansas City at 3:40 p. m.

In the photograph, Engineer Branstetter and Fireman Dillinger are in the cab and on the ground, in front of the engine are Mr. Clary and Mr. Ermatinger.

### PROMPT RELIEF ACTION

A call for help reached the Frisco offices at Snyder, Okla., after a severe tornado had struck the towns of Blair and Headrick, Okla., on Saturday, June 18.

A relief train was immediately organized and movement authorized by E. L. Hill, assistant superintendent. The volunteer crew consisted of M. Chesnut, conductor; G. E. Anderson and J. A. Dillon, brakemen; B. G. Binkley, engineer, and H. Peterson,

fireman. W. J. Loveall, agent, O. L. Hadden, operator, G. J. Leak, bridge inspector, Bob Howard, yard clerk, and several other Frisco employees accompanied the special.

The Western Construction Company's camp, at the North Fork River, was completely demolished, four members of the Wheeler family residing in the camp were seriously injured, and two of them later died. They were all taken to Snyder for medical treatment. Not a farm house was left standing in the eight miles of land

from Snyder to the North Fork River.

"I believe our employes should be commended for action taken in this matter," writes D. L. Estes, president of the Oklahoma City Frisco Club, "and it was a fine thing for Mr. Hill to authorize the movement of this relief train."

Mr. J. E. Henderson, general agent for Frisco Lines at Detroit, Mich., was recently elected president of the Detroit Traffic Club's Bowling League for the years 1928-1929.

## Passenger Trains 97.4% On Time During May

**F**RISCO Lines operated 5,805 passenger trains during May, 1928, of which 5,656, or 97.4 per cent maintained their schedules or made up time, states the monthly report is-

sued by the office of General Manager Shaffer, Springfield, Mo. This compares with 94.6 per cent for May, 1927, and 96.6 per cent for May, 1926.

For May, 1928, the Western and the

River divisions were tied for first place, with the percentage of 99.5 per cent, and other divisions were strong contenders for first place.

The report:

DIVISION	Total Trains Operated		Total Trains Maintained Schedule or Made Up Time				Per Cent Trains Maintained Schedule or Made Up Time			Standing of Divisions		
	May 1928	May 1927	May 1926	May 1928	May 1927	May 1926	May 1928	May 1927	May 1926	May 1928	May 1927	May 1926
Western.....	216	213	217	215	209	214	99.5	98.1	98.6	1	1	2
River.....	1052	848	826	1047	813	817	99.5	95.9	98.7	1	4	1
Northern.....	1333	1333	1487	1313	1288	1462	98.5	96.6	98.3	2	2	3
Central.....	620	620	680	605	588	668	97.6	94.8	98.2	3	5	4
Southwestern.....	910	869	868	886	836	838	97.4	96.2	96.5	4	3	5
Southern.....	806	837	836	780	787	797	96.8	94.0	95.3	5	6	6
Eastern.....	620	651	796	566	555	719	91.3	85.3	90.3	6	7	7
Total Operated.....	5557	5371	5710	5412	5076	5515	97.4	94.5	96.6			
Texas Lines.....	248	248	186	244	238	181	98.3	96.0	97.3			
Total for System.....	5805	5619	5896	5656	5314	5696	97.4	94.6	96.6			

### REUNION SIDELIGHTS

(Continued From Page 10)

Sh!—No, Mrs. Dickey doesn't object to telling—62.

W. L. Lane (new vice-president) and J. E. Woodward were the judges in the dancing contests, making good decisions as to winners.

D. L. Forsythe, as chief of police, was cock of the walk at the park Monday, according to the decorations he wore, but sad to relate, while this officer of the law was doing his best to enforce it, somebody made a bet that he could be relieved of his pocketbook. He missed it soon afterwards, and had no idea where it had disappeared until it was returned to him late in the evening. The veterans have asked for a competent officer for the 1928 reunion!!

J. P. Herd of Carl Junction, completed 51 years of service on June 1st of this year, celebrating his birthday on Monday also.

M. L. Atkinson, Agent-Operator of Chadwick, can be found each year at the reunion. He completed 39 years of service during this year.

A. W. Bell began work for the Frisco way back in '97, and last year was pensioned as engineer Enid-Tulsa. Mr. Bell now resides in Nevada, but made a special trip to Springfield for the reunion.

C. E. Wright cast his lot with the Frisco on February 28, 1887, in the Store Department, and is still in that department, now occupying the position of Traveling Storekeeper, an enthusiastic Frisco Booster.

### MORE OZARK BERRIES



Who said the Frisco didn't haul straw-berries during the 1928 season? The accompanying picture, taken by Mr. Fred Marrett, towerman, Rosedale, Kan., shows part of a two-train movement consisting of 110 cars headed for the Kansas City market.

W. B. Wells was found near the front of the bread line, in too much of a hurry to talk, but he did admit that he started with the road in 1891 at St. Louis, going from there to Texas, thence to Chicago and back again in St. Louis at the present time, with 37 years service.

Pat Larkin of Kansas City confessed to 36 years service—all in the yards at that point.

Jas. E. Harris, Yardmaster at Rosedale, Kans., claims to be the youngest man in the service in point of years, oldest man in point of service, being 54 years of age, with 40 years of service.

J. J. Grueninger, Sheet Metal Worker Foreman, started in the department in which he now is foreman on September 9, 1881!

S. E. Baer, recently pensioned A. R. A. Clerk, Springfield, who worked his 29 years on the same desk, enjoyed the entire reunion.

Another 51 year service man was B. F. McEuen, Tool Room, St. Louis.

John Weckerly, pensioned engineer of 31 years service, of Newburg, brought his daughter as guest, and renewed old acquaintances made at past reunions.

Section Foremen were well represented with long service men: E. J. Ward, Barnhart, Mo., 23 years, J. N. Goolsby, Jasper, Ala., 41 years, Hans Mikkelsen, Kirkwood, Mo., pensioned, 38 years, Mike Eagan, Galloway, Mo., 35 years, and D. L. Wilson, Baldwin, Ark., 40 years. They're proud that one of their number is the new vice-president—W. L. Lane of Eldorado, Okla., with 25 years service, and not a single payday missed during that time.

W. D. Bassett, Superintendent of Board of Pensions, and wife enjoyed the barbecue, contests, and everything.

Superintendents Teminals O. L. Young, J. W. Skaggs and O. W. Bruton were seen on the grounds Monday.

Invitation is extended by Frisco employes at Elkins, Ark., to all other employes of the Frisco to attend a picnic to be held at Elkins, July 21.

## Freight Car Damage Decreases 2.6%, But Amount Increases

THE number of freight cars damaged on Frisco Lines during the first five months of 1928 decreased 2.6 per cent but the amount of damage increased 54.1 per cent, as compared with the corresponding period last year, according to the comparative monthly report issued by the

office of car accountant, Springfield, Mo., June 7, 1928.

The report shows that during the first five months of 1928 there was an increase of 3.7 in the number of cars handled per car damaged and that there was an increase of 52.23 per cent in the amount of damage per car

handled, as compared with the corresponding period in 1927.

For the 1928 five-month period Western division had a perfect score, no cars damaged. Among the terminals Springfield held first place, having damaged only three cars, and the damage having totaled only \$135.

The report:

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED				PER CENT DAMAGED TO TOTAL HANDLED		STANDING DIVISION OR TERMINAL		
	1928	1927	1926	1928	1927	1926	1928	1927	1926	1928	1927	1926	1928	1927	1926
TERMINALS															
Springfield.....	3	7	7	\$ 135.00	\$ 865.00	\$ 895.00	328,670	315,705	328,222	.0009	.0022	.0021	1	1	1
Tulsa.....	18	47	100	1,585.00	3,197.50	1,894.00	370,977	338,989	359,342	.0049	.0139	.0278	2	4	4
Birmingham.....	17	11	20	1,080.00	698.50	2,732.00	306,280	315,630	365,046	.0056	.0035	.0055	3	2	2
Memphis.....	44	55	142	2,471.50	1,563.00	5,562.70	381,657	373,348	487,673	.0115	.0147	.0291	4	5	5
St. Louis.....	41	30	25	992.50	486.00	744.00	313,889	308,077	316,121	.0131	.0097	.0079	5	3	3
Kansas City.....	46	66	89	1,751.00	1,489.50	2,687.00	314,811	284,135	284,510	.0146	.0232	.0313	6	6	6
Total.....	169	216	383	\$ 8,015.00	\$ 8,299.50	\$14,514.70	2,016,284	1,935,884	2,140,914	.0084	.0112	.0179			
DIVISIONS															
Western.....		1	10		\$ 5.00	\$ 127.00	93,430	102,473	98,238		.0010	.0102	1	1	6
Southwestern.....	15	6	97	\$ 560.00	170.00	2,255.25	421,439	457,456	462,040	.0036	.0013	.0210	2	2	7
Southern.....	21	19	23	3,495.00	879.00	1,441.00	379,046	385,438	420,429	.0055	.0049	.0055	3	5	3
Central.....	13	8	1	310.00	695.00	15.00	161,553	166,629	170,407	.0080	.0048	.0006	4	4	1
Eastern.....	31	8	17	2,757.50	556.00	319.78	342,938	347,708	363,078	.0090	.0023	.0047	5	3	2
River.....	20	27	19	1,201.00	926.00	483.50	167,598	166,979	193,423	.0119	.0162	.0098	6	7	5
Northern.....	55	61	33	3,409.50	1,919.00	739.00	416,112	403,646	449,527	.0132	.0151	.0073	7	6	4
Total.....	155	130	200	\$11,733.00	\$ 5,150.00	\$ 5,380.53	1,982,116	2,030,329	2,157,142	.0078	.0064	.0093			
Texas Lines.....	15	2	12	1,087.00	75.00	183.00	61,719	52,813	62,418	.0243	.0038	.0192			
Total System.....	339	348	595	\$20,835.00	\$13,524.50	\$20,078.23									

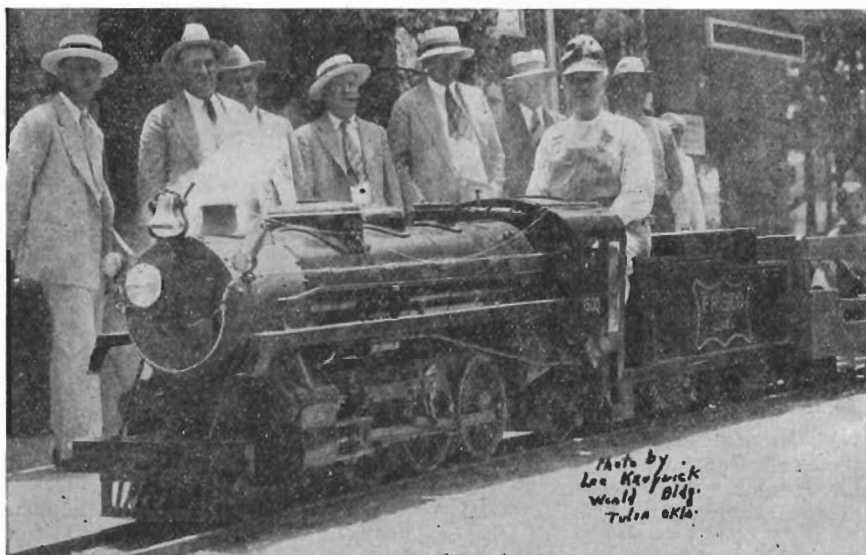
### RAPID BRIDGE BUILDING

The construction of the Warrior River bridge at Demopolis, according to Col. F. G. Jonah, chief engineer for Frisco Lines, was one of the fastest records of important bridge construction on record to date in the United States.

A second interesting feature about the building of the bridge was the fact that the structure was built before the rails reached it. The steel was fabricated at Birmingham and floated to the bridge site on barges.

According to Col. Jonah the bill for the construction of the bridge was introduced in Congress on December 13, 1926, and the act was approved by the President on January 21, 1927. Application for approval of the plans was made to the War Department on February 9, and a hearing on the application was held March 15. The plans were approved March 28, and contract for the foundations let with the W. Horace Williams Company on May 9. The foundations were finished on September 24, and contract for the steel work was let to the Virginia Bridge & Iron Company on September 28. A contract for erection was let to the Kansas City Bridge Company on September 28, and the first shipment of steel by barge was received on December 5. The first lift span operated on May 3, 1928, and on May 8, the first engine was run over the bridge.

### Former Frisco Engineer Drives Again



The kiddies who visit the Crystal City Park at Tulsa get a real thrill when they ride behind a miniature engine, decorated and painted to represent the big oil burners that connect Tulsa with the east, west and south.

A group of Frisco officials recently visited the park and the accompanying picture was taken with Mr. F. R. Halliburton seated in the cab. Mr. Halliburton, president of the Halli-

burton-Abbott Company of Tulsa, is a former Frisco engineer. Standing on the right side of the engine and reading from left to right are, Messrs. R. C. Culter, soliciting freight agent; O. L. Young, superintendent terminals; F. H. Shaffer, general manager; O. H. Reid, commercial agent; Mr. Frederick, park manager, and J. E. Payne, passenger agent.

## Forty Carloads of Cattle From Texas Recall Old Days



Left: The forty-car train of cattle, first of a 200-car movement, leaving Mercury, Texas, via Frisco Lines.

Middle: The cattle waiting to be loaded into stock cars. Right: Mr. G. R. White, of Brady, Tex., owner of the herd.

**W**HEN forty car loads of two and three years' old steers were loaded at Mercury, Tex., April 29, for shipment to Vine Creek, Kan., it was reminiscent of the old days when long-horned cattle were driven from the Panhandle district to Red Fork, where the Frisco would load them, 16 to a car.

The large picture shows 1,421 head,

or forty car loads of the cattle, which was part of a 200-carload movement, owned by Mr. G. R. White, of Brady, Tex., and shipped to Mr. Fred Bowen, of Vine Creek, Kan. The cattle were handled via Frisco Lines from Mercury to Ft. Worth. The cattle were loaded thirty-three to a car.

Mr. White is one of the largest cattle breeders in the entire South-

west, is owner of the Bank of Brady, and yearly handles and ships from 500 to 1,000 car loads of steers from his pastures in McCullough, Mason, Kerr, Pecos and other counties in southwest Texas.

The cattle were driven up to the chute by cowboys employed by Mr. White and the loading into the cars was taken care of by the Frisco section men.

## Employees in Frisco Hospital

**T**HE following list contains the names and occupations of patients confined in the Frisco Employees' Hospital in St. Louis as of June 13. They will be glad to hear from their friends:

Allen, B., yard clerk, Hayti, Mo.  
 Anchors, F. D., painter, Memphis, Tenn.  
 Blue, R., section laborer, Leeds, Mo.  
 Boone, Wm., engineer, Enid, Okla.  
 Broadstreet, F. H., agent and yardmaster, Snyder, Okla.  
 Christianson, S., pensioned, Kansas City, Mo.  
 Crane, J., store trucker, Ft. Scott, Kan.  
 Cambron, S. E., pensioned, St. Louis, Mo.  
 Cochran, C. D., special officer, St. Louis, Mo.  
 Craig, C. A., wire chief, Springfield, Mo.  
 Cooper, R. L., section laborer, Big Hill, Kan.  
 Coody, E. P., car inspector, Harvard, Ark.  
 Cordell, Wm. J., Jr., 2C sheet metal worker, Ft. Smith, Ark.  
 Cheek, J. M., engineer, Sapulpa, Okla.  
 Clay, O., brakeman, Birmingham, Ala.  
 Dexter, M., agent, Merriam, Kan.

Deese, O., B&B helper, Tasskee, Mo.  
 Farmer, J. O., section foreman, Arcadia, Kan.  
 Frenida, P., laborer, Depew, Okla.  
 Feldott, H. S., pensioned, Clinton, Mo.  
 Freeman, J. C., X-flagman, Tupelo, Miss.  
 Gibbons, H. O., 2C air man, Kansas City, Mo.  
 Gomez, J., engine inspector, W. Tulsa, Okla.  
 Hopper, T. F., hostler, Birmingham, Ala.  
 Horrocks, J., switchman, Wichita, Kan.  
 Hammer, P. N., engineer, Ft. Scott, Kan.  
 Jones, D. H., brakeman, Snyder, Okla.  
 Keith, A. H., pumper, Neelys Landing, Mo.  
 Kenney, W. H., brakeman, Monett, Mo.  
 Kennedy, C. J., sheet metal worker, Birmingham, Ala.  
 Knox, N. G., engineer, Hugo, Okla.  
 Ketchum, F. J., foreman, steel bridge, Potosi, Mo.  
 Lightfoot, Wm., B&B carpenter, Hugo, Okla.  
 Lane, R. W., piece work checker, Memphis, Tenn.  
 McEwen, L., section laborer, Hamden, Okla.

McMurrin, Wm. J., brakeman, Dora, Ala.  
 Marston, E., switching foreman, Fayetteville, Ark.  
 McGill, J., B&B carpenter, Springfield, Mo.  
 Pack, V. L., piece work checker, Kansas City, Kan.  
 Phelps, E. L., car foreman, Oklahoma City, Okla.  
 Purcell, C., laborer, Enid, Okla.  
 Rosback, G., pensioned, Hugo, Okla.  
 Roth, G., engineer, Chaffee, Mo.  
 Roberts, Z., engineer, Thayer, Mo.  
 Stratton, R. H., boilermaker, St. Louis, Mo.  
 Souder, W. T., clerk, Birmingham, Ala.  
 Smith, R. W., track laborer, Chickasha, Okla.  
 Scholze, F. W., 3 C. machinist, Ft. Smith, Ark.  
 Spencer, Miss Sadie, operator, St. Louis, Mo.  
 Spratley, Wm., lineman, Oklahoma City, Okla.  
 Sasser, Edw., car oiler, W. Tulsa, Okla.  
 Thompson, L. E., B&B carpenter, Birmingham, Ala.  
 Tapscott, C. S., clerk, St. Louis, Mo.  
 Wissbaum, C. J., machinist, Newburg, Mo.  
 Woods, R., B&B carpenter, Wentworth, Mo.  
 Workman, J., Jr., lineman, Wichita, Kan.  
 Wilson, H., fireman, Newburg, Mo.

## 2,460 CARS OF BERRIES Largest Shipment in Frisco History During 1928

THE St. Louis-San Francisco Railway handled this season 2,460 cars of strawberries, the greatest volume of this commodity ever moved by this railway, said W. L. English, Springfield, Mo., supervisor of agriculture and refrigeration for Frisco Lines.

The largest previous production of strawberries on the Frisco was in 1922, when the Frisco moved 1,921 cars, and in addition less-than-carlots equivalent to ninety-six cars. The second largest production previous to this year was last year when the Frisco handled 1,893 cars, and less-than-carlots equivalent to seventy-seven cars.

This season practically closed the middle of June. The season started at Tupelo, Miss., April 28. This was the first season the territory on the Frisco in the State of Mississippi produced strawberries in large quantities. Twenty cars originated at Tupelo, and Mr. English expects an even greater volume of strawberries will be moved by the Frisco from Mississippi next season.

This season's total, 2,460 cars, includes 1,475 freight cars, 829 express cars, and the usual less-than-carlot express shipments.

The largest shipping points this season were Sarcovie, Mo., with 326 cars; Springdale, Ark., with 206 cars; and Monett, with 194 cars.

The strawberry sections on the Frisco are mainly in the Ozarks of Southwest, Missouri, Northwest Arkansas, and in the region of Tupelo, Miss., with lesser production in northeastern Oklahoma and southeastern Kansas.

The Frisco's estimate of this season's strawberry crop was 3,300. The loss in production was occasioned by a series of frosts in April and early May and extremely adverse weather during the picking season. This excessive rainfall not only occasioned a considerable reduction in the output, but also affected adversely the quality of the season's crop in Arkansas, and for part of the season, the Missouri crop.

Prices were low throughout the entire season. The volume of the crop throughout the country and the quality of the berries during the early part of the harvest season having been responsible largely for this.

Harvest and market conditions were rather discouraging, both last season and this, said Mr. English, and added that as a consequence new acreage planted is not sufficient to offset the old acreage going out.

## S. E. Baer Is Honored at His Retirement



S. E. BAER, of the accounting department, Springfield, Mo., on May 31st, was tendered a luncheon in honor of his retirement after thirty years of faithful service with Frisco Lines in Springfield. (He is holding an umbrella and his wife is at his left in the photo.)

Mr. Baer entered the service of the Frisco December 1, 1898, in the office of the superintendent of motive power and remained in that department until June 1, 1921, when he transferred to the accounting department, where he remained until his retirement, effective June 1, 1928, account having reached the age of seventy.

C. J. Stephenson, assistant to the general manager, was toastmaster. Following a piano solo by Miss Florence Blevans the toastmaster talked reminiscently about Mr. Baer and his partner in life, Mrs. Baer, who was present.

P. F. Spangler, supervisor car repair bills, under whose direct supervision Mr. Baer served the Frisco for the last five years, presented him with a ring as an expression of the esteem in which his co-workers hold him.

Mr. Baer made a gracious response.

Those present at the luncheon who posed for the accompanying picture were: Mesdames S. E. Baer, J. B. Rogers, R. D. O'Connor; Misses Helen Yates, Ida Blood, Cora Wolkins, Lela Pride, Lillian Yates, Mabel Dwyer, Flo Blevans, Hazel Clark, Coral Coley, Betty Blake, Alta Northcutt, Millie Alcorn, Mabelle Campbell, Margaret Lyons and Dora Weigle; Messrs. S. E. Baer, C. J. Stephenson, P. F. Spangler, E. K. Caldwell, W. A. Primm, J. K. Gibson, J. E. Potts, W. J. Craig, F. S. Routt, J. W. Seabough, F. M. Ferbrache, C. E. McKenzie, B. G. Watkins, I. R. Anderson, W. E. Vaughn, J. B. Rogers, Paul Hendricks and G. C. Thompson.

## ACCIDENTS ARE DECREASING Reduction of 17.4 Per Cent Made First Five Months

CASUALTIES on Frisco Lines during the first five months of 1928 totaled 1,805, of which forty-three were fatal, a decrease of 17.4 per cent as compared with the corresponding period of 1927, when the casualties totaled 2,187, of which thirty-seven were fatalities, according to the monthly comparative report issued by H. W. Hudgen, director, accident prevention, Springfield, Mo.

For May, 1928, the casualties totaled 405, of which eleven were fatalities, a decrease of 8.1 per cent as compared with May, 1927, when the casualties totaled 441, with thirteen fatalities.

Casualties among employees for the first five months of 1928 decreased 23.1 per cent, and for non-employees, increased 12.2 per cent, as compared with the following period last year. For May, 1928, casualties among employees decreased 15.6, and for non-employees increased 31.4 per cent, as compared with May, 1927.

Autoists killed during the first five months of 1928 totaled twelve, and injured, 117, an increase of 19.4 per cent, as compared with five killed and 103 injured during the first five months of 1927. For May, 1928, fatalities to autoists totaled two, and injuries, thirteen, a decrease of twenty-one per cent as compared with one killed and eighteen injured during May, 1927.

## ANOTHER RECORD ON NORTHERN

Not one personal injury was recorded during May among the 590 trainmen, enginemen and yardmen on the Northern division, Superintendent Bevans reports.

The Northern division also made a remarkable record from February 24, to April 16, with no personal injuries recorded on the entire division, where approximately 800 men worked the entire month.

After all, a boy who is raising a mustache may feel a little down in the mouth.

## For Meritorious Service

### TULSA TERMINAL

Superintendent O. L. Young reports the following meritorious services:

F. A. Hallam, switchman, while performing his duties discovered a defective switch. His personal record was credited with five merit marks.

J. R. Neergaard, yard clerk, corrected erroneous home-routing of a car. His personal record was credited with five merit marks.

G. B. Brown, switchman, found a broken rail. His personal record was credited with five merit marks.

Lynn C. Holloway, steno-clerk, corrected erroneous home-routing of a car. His personal record was credited with five merit marks.

### MEMPHIS TERMINAL

Superintendent E. E. McGuire reported the following meritorious service:

Walter Boyce, switchman, ran after an engine which was running in the Harvard, Ark., yard without anyone on it, stopped it and brought it back to the roundhouse, from where the engine started its crewless trip. His personal record was credited with ten merit marks.

### CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following meritorious services:

W. E. Robison, brakeman, fired engine on Train 754, April 19, when the fireman became ill. Mr. Robison's personal record was credited with ten merit marks.

L. H. Dickinson, brakeman, fired engine on Train 737 when engineer became ill and fireman ran engine. Mr. Dickinson's personal record was credited with ten merit marks.

A. K. Smith, conductor, and W. B. Sanders and A. G. Britton, brakemen, prevented claim on a car of stock by unloading the car on its arrival at a non-agency station. The personal record of each of these men was credited with five merit marks.

J. C. Huff, engineer, tied two bulls in a car of stock. Mr. Huff's personal record was credited with five merit marks.

F. D. James, engineer; S. H. Walden, fireman; F. D. Spencer, conductor, and W. E. Sharp and T. E. Oldham, brakemen, reset a tire on Engine 788 on line.

John Rackard, section laborer, discovered a car off center in Train 736. He notified train crew and car was set out.

### SOUTHWESTERN DIVISION

Superintendent C. T. Mason reports the following meritorious services:

J. N. Berry, conductor; C. A. Wages, C. R. Carl, and W. M. Tucker, brakemen; O. L. Martin, engineer, and Dick Wheeland, fireman, all of Oklahoma City, gave assistance in opening main line following interruption to traffic on the Chickasha, Okla., sub, "not hesitating to go beyond the required performance of duty." They have been commended.

### WESTERN DIVISION

Superintendent S. J. Frazier reports the following meritorious services:

C. E. Dale, engineer, and L. R. Hall, fireman, extinguished a fire in a box car in Train 633 at Winfield, Kan., April 9. The personal record of each of these men was credited with five merit marks.

### EASTERN DIVISION

Superintendent E. L. Magers reports the following meritorious services:

E. A. Swantner, telegrapher, and Robert Jordan, section foreman, both of Valley Park, Mo., have been commended for their interest in recovering parcel post mail dropped on right-of-way.

### NORTHERN DIVISION

Superintendent W. H. Bevans reports the following meritorious services:

C. W. Warner, brakeman, Kansas City yard office, assisted in firing an engine when stoker clogged. His personal record has been credited with five merit marks.

E. H. Tipton, section foreman, Joplin, Mo., discovered a brake hanger broken on a yard engine and notified the fireman. Mr. Tipton was commended.

E. E. Young, agent-operator, Hillsdale, Kan., saw a brake beam dragging on a rail as a train was passing his station and he stopped the train. His personal record was credited with five merit marks.

J. M. Kost, engineer, Fort Scott, Kan., went into tank and removed hay and straw from around tank valves. His personal record has been credited with five merit marks.

## BERRIES TO TRAVELERS

### Springfield Girls' Drum Corps Sponsors Unique Custom

**S**URPRISE "desserts" de luxe—luscious Ozarks strawberries in pasteboard miniature handbags inscribed with advertisements of the Ozarks in general and Springfield in particular—were served to passengers on Frisco trains passing through Springfield the week of May 29 by members of the Girls' Drum Corps. The plan was originated and directed by Dr. E. B. Pauley, an optometrist of Springfield and sponsored by the Lions' Club of Springfield, of which Doctor Pauley is a member.

An average of 435 of these boxes was distributed each day for approximately a week.

First distribution of these boxes was to passengers on "The Sunnyland,"



*This Springfield girl may have given you a luscious strawberry on a train the week of May 29-June 2.*

after it arrived at the Springfield station, May 29. The drum corps, whose members wear Scotch costumes when the corps is performing, was at the station and played while five members of the corps went through the train, distributing the boxes from trays they carried. Distribution each day was by groups of the girls.

Members of the Lions' Club went to the station each evening to fill the baskets, which were then put in refrigeration at the Fred Harvey eating house. The plan of the Lions' Club was approved by the Chamber of Commerce and Frisco officials at Springfield.

## FRISCO DAUGHTER HONORED

Miss Madeline Bowers Achieves Distinction at U. of Michigan

(By Miss Grace Campbell, Enid, Okla.)

MISS MADELINE BOWERS, youngest daughter of Mr. and Mrs. G. W. Bowers, 424 West Wabash, Enid, Okla., is a recent graduate from the University of Michigan, with a degree of Bachelor of Science, her diploma reading "with high distinction".

During her junior year she was made a member of the Phi Beta Kappa and during her senior year was elect-



MISS MADELINE BOWERS

ed a member of the Phi Kappa Phi, an honor society. Following her graduation, she was appointed statistician at the University.

Mr. Bowers has two other daughters who have won recognition in the University of Michigan. Dorothy received her A. B. degree with distinction in 1926 and has been teaching Spanish in the Enid High School for the past two years. She will spend the summer abroad in study. Helen received her A. B. degree in 1924 from the same university and her Master's degree in 1927. She is assistant to the Professor of Mathematics at the University of Michigan.

Mr. Bowers has had 27 years' service with the Frisco in the capacity of passenger conductor, and he readily declares that had it not been for the pass privileges extended by the Frisco, it would not have been possible to have sent his daughters to school.

## How Saving Is Made on Per Diem Costs

By J. H. DOGGRELL, Superintendent of Transportation

THIS article on Per Diem, while of particular interest to employees who have to do with the home routing, carding, switching and handling of foreign equipment, will also be of unusual interest to the vast number of employees who secure business for Frisco Lines. It gives an angle to the handling of equipment which, if given preferred attention, means dollars and cents to Frisco Lines, and is an item which may be watched by many members of the big Frisco family.

It may be startling to know that during the first four months of 1928 there was paid to foreign lines \$875,616.92 for their equipment while enroute on our rails, and this does not include \$612,267.38 paid out for mileage covering refrigerators, tank cars, poultry cars and other private line equipment. These figures indicate that we had on line an average of 7,236 per diem cars of foreign railroads and that they earned \$7,236.00 each day for the first four months of 1928.

By speeding up the delivery of foreign cars to connecting line, having shippers and receivers release foreign cars a day or two earlier, short routing and loading off line, thereby avoiding long back-haul of foreign cars on home route, will reduce this item just one per cent, which will save for the year approximately \$26,280.00.

Long empty hauls are frequently made on foreign equipment in order to dispose of on-home route and we are trying to eliminate this empty mileage and the per diem that accrues by short routing cars to connecting lines.

For instance, a Canadian National car received loaded from the L&A at Hope, Ark., moving to St. Louis loaded. The only way we can legitimately dispose of this car is to either hold it and load it off line and then it may come back to us empty, or haul the car back to the L&A at Hope. We are wiring the owners securing the home route and in numerous cases find that the car moved south via some line that we connect with nearby St. Louis. We then give the empty to the line handling the car south, thereby saving them the haul from the south and the haul we would make

from St. Louis to Hope. Even though the car is delayed at St. Louis one or two days securing this information, there is a net saving.

The following examples show how foreign cars could be handled in line with the Car Service Rules as outlined in Circular No. 15, which if followed, a great deal of per diem as well as empty car miles would be saved.

A Santa Fe car received loaded from the IC at Aberdeen moving to Birmingham where made empty. Car to be returned to the IC at Aberdeen instead of moving to the owners at Pittsburg. A saving of several hundred miles.

A KCS car received loaded from the MOP at Sikeston, Mo., moving to Kennett where car made empty. Car to be returned empty to the MOP at Sikeston thereby saving the empty haul from Kennett to the owners at Neosho.

A Southern car received loaded from MOP, Springfield, moving to Marshfield, where car made empty. Car to be returned empty to the MOP at Springfield, thereby saving the haul to the owners at St. Louis.

An IC car received from MOP at Fredonia moving loaded to Baxter where car made empty. Should be returned to the MOP at Fredonia, thereby saving the haul to the owners at Memphis.

A Pennsylvania car received from the RI at Wister loaded, moving to Fayetteville where car made empty. Car to be returned RI at Wister, thereby saving the empty haul from Fayetteville to St. Louis.

A C&A car received from the RI at Holdenville moving to Bristow loaded. When car made empty it should be returned to the RI at Holdenville, thereby saving the empty haul to Kansas City.

A CEI car received from RI, Enid, moving to Hobart loaded. When car made empty should be returned to RI, Enid, thereby saving empty haul to the owners at St. Louis.

A CBQ car received from the SSW at Sherman, Tex., loaded and moving to Brownwood where car made empty. Empty car to be returned Cotton Belt at Sherman instead of moving to the owners at Kansas City.

Mrs. MacPherson ('phoning): "This morning I ordered two-penny's worth o' cat meat."

Grocer: "Yes, ma'am. What about it."

Mrs. MacPherson: "Well, cancel the order. The cat caught a bird."

Blackstone: What is your wife's favorite color?

Webster: Long-green!

It is all right to kiss the bride after the ceremony, but don't be two years late with it.

## HOME EXPERTS TOUR FRISCO

### County Demonstration Agents Are Guests in Ozarks, May 23-31

**M**RS. ELIZABETH TEMPLE, Home Economics Supervisor for Frisco Lines was hostess to a unique party from May 23 to May 31, when she escorted ten district, county and state home demonstration agents from North Mississippi to various points on Frisco Lines, starting at Memphis, Tenn., in the interest of poultry, dairying and women's specialties. The tour was sponsored by Miss Kate Lee, District Home Demonstration Agent of North Mississippi in co-operation with Miss Connie J. Bonslagel, State Home Demonstration Agent of Arkansas.

The party made the trip in their own motor cars, meeting Mrs. Temple at Memphis the morning of May 23. They visited the towns of Little Rock, Ft. Smith, Fayetteville, Rogers, Bentonville in Arkansas; Cassville, Monnett, Aurora, Springfield, Seymour, Mountain Grove, Cabool, Willow Springs, West Plains and Mammoth Springs in Missouri. They made inspections of many model poultry and dairy farms, studying the various methods employed in each place.

The cities along the line graciously entertained these guests. At Little Rock they were given a 7:00 o'clock dinner at the New Women's Club; Fayetteville entertained the visitors with a picnic-supper at the experimental farm conducted by the University of Arkansas Home Economics Department; Bentonville and Eureka Springs both entertained them and there were many dinners and side trips given them by Springfield organizations.

The women were high in their praise of the poultry, dairying and agricultural development along Frisco Lines, and each carried home new suggestions and ideas from some of the best farms and poultry stations in the Ozarks.

Among the party were; Miss Kate Lee, District Home Demonstration Agent of North Mississippi, and the following Home Demonstration Agents: Mrs. Mary Giesen, Starkville, Miss.; Mrs. Essie M. Heyle, Columbia, Mo.; Mrs. Nellie Mahon, Carroll County, Miss.; Mrs. J. A. Pipkin, Yalobusha County, Miss.; Mrs. Lillian Stille, Marshal County, Miss.; Miss Luta Moore, Montgomery County, Miss.; Miss Nora Luter, Calhoun County, Miss.; Miss Helen Hunter, Panola County, Miss., and Miss Tempa Davis, Lee County, Miss.

## AGENCY CHANGES

J. R. Burt installed permanent agent Plantersville, Miss., June 8.

A. L. Nettles installed permanent agent Gilmore, Ark., June 6.

H. L. Caldwell installed permanent agent Lucien, Okla., June 6.

S. L. Davis installed permanent agent Sherman, Miss., June 6.

P. J. Miller installed permanent agent Scullin, Okla., June 4.

C. M. Whirlow, Jr., installed permanent agent McNab, Ark., June 1.

H. C. Pendergrass installed permanent freight agent Harvard, Ark., June 1.

Frank Enley installed permanent agent Merriam, Kan., June 1.

R. L. Holt installed permanent agent Grant, Okla., May 31.

J. W. Gray installed permanent agent Bonita, Kan., May 31.

R. B. Sidebottom installed permanent agent Wishart, Mo., May 31.

H. A. Johnson installed permanent agent Gravette, Ark., May 29.

F. M. Wilhelm installed permanent agent Hackett, Ark., May 28.

C. G. Hartness installed permanent agent Dunbar, Okla., May 28.

O. O. Stires installed permanent agent Arbyrd, Mo., May 23.

Kathleen G. Roach installed temporary agent Fanning, Mo., May 21.

R. A. Maffett installed permanent agent Patterson, Kan., May 21.

E. Payne installed permanent agent Algoa, Ark., May 21.

C. H. Wilson installed permanent agent Arapaho, Okla., May 21.

H. L. Eaton installed permanent agent Boynton, Okla., May 21.

J. B. Trotter installed permanent agent Grubbs, Ark., May 21.

J. W. Babcock installed permanent agent Catoosa, Okla., May 17.

P. A. Derington installed permanent agent Eddy, Okla., May 15.

A. C. Davis installed permanent agent Bessie, Okla., May 14.

A. Chidester installed permanent agent Lowry City, Mo., May 14.

P. H. Fisk installed permanent agent Troy, Okla., May 14.

## A BASEBALL CHALLENGE

The Frisco baseball team of Fort Scott will challenge any Frisco baseball club on the Frisco System to a game to be played at any place suggested. Communications will be handled through Robert Bradley, C/o Roundhouse, Fort Scott, Kansas.

## 15,000 AT YALE OPENING

Approximately 15,000 Memphians accepted the invitation extended to that city by Frisco Lines to inspect this railway's greatest terminals at Yale, Tenn., when the terminals formally opened for business, May 27.

This plant, 175 acres in area and costing \$1,750,000, the largest and most modern in the South—is designed particularly to expedite traffic from the northern and western cities on the Frisco to the Frisco's terminals at the port of Pensacola, Fla.

A large group of members of the Memphis Chamber of Commerce and the mayor of Memphis attended the opening. The Memphis Chamber of Commerce, in a letter dated May 23, responded as follows to the Frisco's invitation, sent by J. E. Hutchison, vice-president in charge of operation, St. Louis, to members of the Memphis commerce chamber:

"We have just received your telegram of May 22 inviting the officers and directors of the Memphis Chamber of Commerce to attend the formal opening of your Yale Yards next Sunday.

"President Dozier directs that I advise you that we are communicating with the members of the board of directors and urging that they attend this opening. I am quite sure we will have a good representation from the board, since its membership is made up of business men who are vitally interested in the development of Memphis and its environs. We know of nothing that is of more concern to the business interests of this city than up-to-date, well operated transportation facilities.

"We hasten to extend at this time hearty congratulations from the Memphis Chamber of Commerce on the completion of the South's finest and largest railway terminal.

Memphis Chamber of Commerce  
(Signed) C. M. Anderson.  
Executive Director."

## NEW SPECIAL AGENTS

The following new appointments have been announced by Mr. E. H. Wilson, chief special agent with headquarters at St. Louis:

Mr. J. E. Moton, special agent, transferred to Kansas City from Enid to succeed M. O. Summers.

Mr. H. L. McKee, special officer, promoted to special agent, Enid, to succeed M. J. E. Moton.

Mr. A. R. Thompson, appointed special agent, Springfield, to succeed Mr. R. E. Truman.

Mr. R. N. Wommack, acting special agent Springfield, made special agent, Chaffee, to succeed Mr. T. J. Arnold.

"Does your wife economize?"

"Yes; she does without practically everything I need."—Life.

"Is he a good salesman?"

"He sold framed copies of the Declaration of Independence in England."

## St. Louis Girls' Club Presents First Play, June 6



The cast of "Miss Fearless & Company" in costume appears above. From left to right, (seated on floor) Ruth Hallenberg and Agnes Wangler; (second row) Margaret Leahy, Louise S. Gibson, Gladys Marshall, Beulah Bulger and Eleanor E. Finn. (Back row) Evelyn Keissling, Elsie Simpson and Leonora Gavin.

THE first play to be given by the Dramatic Club of the St. Louis Girls' Club before a pay audience, met with enthusiastic response, when "Miss Fearless & Company," a comedy in three acts was presented before a crowd of more than 350 people in the Knights of Columbus Hall on June 6.

This was the first public appearance of any of the cast, who began their study in January, 1928, under the capable direction of Miss Lydia Peterson, a graduate of the Morse School of Expression of St. Louis. Miss Peterson is a charter member of the Toy Theatre Players Company. She is employed by the Frisco as secretary to the assistant to traffic vice-president.

The complete cast of characters of the comedy, "Miss Fearless & Company," was as follows: Katie O'Connor, played by Eleanor E. Finn; Agnes Wangler as Margaret Henley; Ruth Hallenberg as Bettie Cameron; Margaret Leahy as Barbara Livingstone; Leonora Gavin as Marion Reynolds; Louise S. Gibson as Miss Euphemia Addison; Elsie Simpson as Miss Sarah Jane Lovejoy; Beulah Bulger as Miss Alias; Gladys Mar-

shall as Miss Alibi and Evelyn Keissling as "Just Lizzie."

Agnes Wangler in the role of "Miss Fearless" did exceptionally well. Margaret Leahy as "Barbara," and Leonora Gavin as "Marion" were very winsome in their camping togs. Ruth Hallenberg as "Bettie" was, as usual, irresistible. Louise S. Gibson gave a very striking portrayal of "Miss Euphemia Addison," a nervous eccentric old maid who still believes in love's young dream. Elsie Simpson was very sweet and lovely as "Miss Sarah Jane Lovejoy," and her pets, "Felix" the cat, and "Necessity" the hen, created much merriment. Eleanor Finn adopted for the occasion an inimitable Irish brogue which delighted the audience, and made the character of Katie O'Connor one of the outstanding features of the play. Beulah Bulger and Gladys Marshall as the two sisters, "Misses Alias and Alibi" were very clever in their pantomime impersonation of Jack Eggleston and Jim Reading. Evelyn Keissling endeared herself to all as "Just Lizzie."

Bob Anslyn and his Frisco Owls played during the intermissions and for the dance that followed the per-

## PENSACOLA CELEBRATES

### Welcoming Party for Frisco's First Trains Held June 28

BY THE time this *Magazine* reaches its readers the welcoming celebration at Pensacola, Florida, June 28, in honor of the completion of the southern extension of the St. Louis-San Francisco Railway Company into the port of Pensacola will have been held. Full particulars will be found in the August issue.

The completed line, which cost in excess of \$7,000,000 and has been under construction for 18 months, gives Pensacola its only trunk-line connection with the Memphis, Kansas City and St. Louis gateways, and gives the Frisco its only tidewater outlet.

Fifteen thousand dollars to stage the entertainment in Pensacola was raised there by popular subscription, and the day's activities were to include a show by the Pensacola Air Base naval aviators, a water regatta, parades, a barbecue and a banquet.

Two special trains were to be run by the Frisco to take midwestern shippers and newspapermen through the new territory and to the Pensacola celebration. Pullman cars containing these honor guests of Pensacola left June 25, from St. Louis, Kansas City, Wichita, Oklahoma City, Tulsa, Joplin, Springfield, Mo., Fort Smith and Birmingham, and consolidated at Memphis, Tenn., into the special trains which arrived at Pensacola the morning of the celebration.

The specials were to spend the afternoon of June 26, at Columbus, Miss., the morning of June 27, at Demopolis, Ala.

Invitations to prominent men in the Frisco's territory, inviting them to the Pensacola celebration, were sent by the Pensacola Chamber of Commerce.

The special trains were scheduled to return to Kansas City and St. Louis on June 30, consuming five days in making the trip.

formance. Miss Mary Crane, who was in the audience, sang two popular numbers and toward the close of the evening the "Knickerbocker Trio," well known radio artists, sang "Ramonita" and other numbers.

Following the last curtain, Miss Loretta A. Connor presented Miss Peterson with a bouquet of flowers from members of the cast. The reception committee consisted of the Misses Alice M. Cooke, Mollie Edwards, Margaret Huerman, Minette Julian, Leola Hughes, Genevieve Hutchison, Virginia Leahy, Victoria Matrose and Grace Hart.

# The Pension Roll

**D**ANIEL HARTMAN, locomotive engineer, Ft. Worth, Texas, was retired from active service January 28, 1928, due to total disability. He is 66 years of age, born at Port Huron, Mich., September 6, 1862. His father was captain of a sailing vessel, and the son was educated in the schools of Port Huron. At the age of 20 he began his railroad service with the



**DANIEL HARTMAN** Grand Trunk Railway, where he worked from 1882 to 1901. On October 12, 1901, he began his Frisco service as extra engineer out of Sherman, Texas. In March, 1902, he was transferred to Ft. Worth, where he worked until May, 1902, when, due to slack business, he took a six-months leave of absence. He returned in December, 1902, and was in continuous service until his retirement. On October 7, 1891, he was married to Miss Mary E. Mayo of Port Huron, Mich., to them was born one daughter. Mr. and Mrs. Hartman reside at 1805 Eighth Street, Ft. Worth, Texas. Continuous service of 26 years and 3 months entitles him to a pension allowance of \$61.30 a month, effective April 1, 1928. Mr. Hartman retired as president of the Frisco Veteran Employees Association at its 1928 meeting, June 18-19 in Springfield.

**JESS NILS NELSON**, B&B foreman, Central division, was retired from active service February 10, 1928, due to total disability. He is 67 years old, born at Lund Skoua, Sweden, August 9, 1861. His father was a millwright and he received his education in the schools near his home. At the age of fifteen he began work as an apprentice at the Kokum shipyard in Sweden. On arriving in this country in 1882, he worked under a contractor erecting bridges between Pacific and St. Louis on the Frisco. He also served the Missouri Pacific and Wabash Railroads for a short period, as a bridgeman. About 1884 or 1885 he began his service on the KCFS&M as a bridgeman, between Kansas City

*Two Frisco Lines veteran employes with combined service of 54 years and 7 months were retired and placed on the Pension Roll at the meeting of the Board of Pensions, held May 16, 1928, in the St. Louis general office.*

and Ft. Scott. He was made extra B&B foreman in 1886 at Ft. Scott and made regular foreman a year or two later. In 1900 he was made master carpenter of the Joplin and Cherryvale districts and on June 1, 1904, was transferred to the Central division as general foreman, with headquarters at Ft. Smith, Ark. Due to ill health he was made B&B foreman on the Muskogee sub, in 1916. Mr. Nelson has been married twice, his first wife was Miss Anna Graves of Ft. Scott, who died. His second wife was Miss Anna R. Bolin of Ft. Scott. There were two children born to his first wife. Mr. and Mrs. Nelson reside in Girard, Kans. Continuous service of 28 years and 4 months entitles him to a pension allowance of \$40.25 a month, effective May 1, 1928.

## In Memoriam

### JAMES SOLOMON BALES

**JAMES SOLOMON BALES**, pensioned lamp lighter of the St. L.-S. F. & T. Railroad died at his home, 815 N. Throckmorton St., Sherman, Texas on May 8. Mr. Bales was born on March 2, 1848, in McMinn County, Tenn., and entered the service as a laborer in the mechanical department at Sherman and later as lamp man in July, 1904, serving in those capacities until retired, due to having reached the age limit on August 31, 1919. His pension allowance was \$20.00 a month and up to the time of his death he had received a total of \$2,100.00.

### CHARLES EDWARD SICKLES

**CHARLES EDWARD SICKLES**, pensioned conductor, died at his home, 301 North 5th St., Ft. Smith, Ark., on June 16. He was born September 5, 1850, near La Prairie, Ill., and was retired due to his having reached the age limit of 70 years on September 30, 1920. He entered the service as a freight brakeman on the Central division in November, 1889, and was promoted to conductor, January, 1890,

and worked in that capacity until March, 1892, when he was made yard foreman at Ft. Smith. He was later made yardmaster, and in April, 1898, again became a freight conductor on the Central division and later a passenger conductor, in which capacity he was employed at the time of his retirement. His pension allowance was \$41.15 a month and up to the time of his death he had been paid a total of \$3,826.95.

### ANDREW J. VERMILLION

**ANDREW J. VERMILLION**, of Wichita, Kansas, veteran Frisco employee, died in a local hospital of injuries received in a fall at his offices in the Frisco railroad yard, several days previous to his death. He had been a yardmaster for the Frisco for 45 years. He was prominent in Masonic and Odd Fellow work.

*The following names of deceased pensioners, formerly on the Frisco Pension Roll, were read by J. L. McCormack at the Memorial Services at the Shrine Mosque at 4:00 p. m., June 19. The names of these pensioners have been placed on the deceased list since the 1927 reunion:*

Walter O. Egbert, Springfield, Mo.; John T. McWilliams, Marland, Okla.; Edward A. Hughes, Bentonville, Ark.; Daniel Guinney, Monett, Mo.; Wiley P. McNair, Fayetteville, Ark.; Adam A. Schneider, Dallas, Tex.; Calvin Davis, Springfield, Mo.; Stephen C. Hughes, Dixon, Mo.; William H. Neighbors, St. Louis, Mo.; George R. Crawford, Memphis, Tenn.; Nels A. Tandvig, Kansas City, Mo.; Fred H. Miller, Kansas City, Mo.; Loyd Carmichael (Col.), Detroit, Mich.; Edwin B. Sams, Memphis, Tenn.; William M. Box, Springfield, Mo.; William D. Melton, Independence, Kan.; Harry P. Colvin, Newburg, Mo.; Fred M. Abeel, St. Louis, Mo.; William F. Hinkle, Wichita, Kan.; Joshua Stephens, Stoutland, Mo.; Robert S. Keener, Springfield, Mo.; William S. Huntington, Amory, Miss.; August Pante, Memphis, Tenn. George W. Osborne, St. Louis, Mo.; John Crump, St. Louis, Mo.; Edwin A. Nixon, Springfield, Mo.; Francis M. Baity, Fredonia, Kan.; Thomas E. Fountain, Weslaco, Tex.; Robert J. Gimson, San Antonio, Tex.; James McMahon, Springfield,

## LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent

**T**HE locomotive fuel performance made in May on the Frisco System was very gratifying.

Each class of service had a decrease in the number of pounds of fuel used per unit, compared to the same month last year.

Passenger service ranked first with a performance of 13.8 vs. 14.5 pounds per passenger car mile, or 4.83 per cent decrease; also the standard set of 14.0 pounds for May was beaten by .2 of a pound.

Switch service ranked second in per cent of decrease with .73 of one per cent lower unit consumption per switch locomotive mile than in the same month last year.

Only two divisions and two terminals in this class of service failed to make a decrease in performance.

Freight service made a decrease of one pound of fuel used per 1,000 gross ton miles, which was very good, considering only four out of the eight divisions used less fuel per unit over the corresponding period one year ago.

Divisions making a decrease in this class of service were:

Western division, 171 vs. 189 pounds; 9.52 per cent.

Southwestern division, 152 vs. 166 pounds; 8.43 per cent.

Texas Lines division, 147 vs. 159 pounds; 7.55 per cent.

Northern division, 161 vs. 170 pounds; 5.29 per cent.

On some divisions conditions were different this year to what they were last year (such as lighter train haul), making it difficult to equal or better their past performance.

To the engine and train crews goes a large measure of credit due for the excellent showing and fuel records, some of the best which are listed below. The crews have played no small part in helping to bring about these decreases.

Many things enter into making a good fuel performance, and it not only takes the combined efforts and co-operation of engine and train crews, but of all who have to deal with the movement and handling of trains and engines.

Longer runs are being made now than ever before. Just recently on this road 4100 class engines of 63,000 tractive effort, freight engine, began running through from Kansas City, Mo., to Birmingham, Ala., a distance of 735 miles and in many instances

with very little attention have been turned and run on the return movement.

All who are familiar with the operation of an engine know that it must be in first-class mechanical condition to pull from 2,000 to 4,000 gross tons over such a long distance, and, even so, if the engine crew did not take advantage of every opportunity to save time and stops by running coal chutes and water tanks whenever possible, as well as doing a smooth job of operation and firing, it would not be possible to accomplish such a feat.

The records listed in the following represent some of the best performances made on each division and in most instances a fuel supervisor or road foreman was on the engine:

### EASTERN DIVISION

**Rolla Sub:** Engineer J. O. THIEL, fireman HOFFMAN, train No. 2, engine 1517, Newburg to St. Louis, June 12th, handled 16 cars in train on 1.109 gallons of oil, performance .58 gallons per passenger car mile. This train was 37 minutes late out of Newburg and came into St. Louis on time.

Engineer JONES, fireman PEAK, train No. 10, engine 1517, Newburg to St. Louis, June 2d, 15 cars in train, consumed 1,002 gallons of oil, performance .55 gallons per passenger car mile.

Engineer R. H. SHERRY, fireman WHITSETT, train No. 2, engine 1504, Newburg to St. Louis, June 9th, 12 cars in train, 1,440 passenger car miles, made a performance of .77 gallons per passenger car mile.

Engineer M. FABER, fireman H. B. SMITH, train No. 35, engine 3, Gratiot to Stanton, 1,921 gross tons in train, burned 10 tons of coal, performance 111 pounds per 1,000 gross ton miles.

Engineer M. T. SMITH, fireman N. A. SHORT, train Extra West, engine 13, Gratiot to Stanton, June 1st, 1,872 gross tons in train, performance 133 pounds per 1,000 gross ton miles.

Engineer E. KINGDOM, fireman J. E. LOVE, train 35, engine 4135, Gratiot to Stanton, June 2d, 75 cars in train, 1,852 gross tons, performance 142 pounds per 1,000 gross ton miles.

**Lebanon Sub:** Engineer C. EFFINGER, fireman E. F. DOWDEN, train No. 44, engine 1321, Lebanon to Newburg, June 8th, handled a total of 35,000 gross ton miles, burned 4 tons

of coal, performance 226 pounds, which is very good considering local train.

Engineer HEALY, fireman CHILDER, train No. 7, engine 1503, Newburg to Springfield, June 2d, 10 cars in train, burned 907 gallons of oil, performance .75 gallons per passenger car mile.

### SOUTHERN DIVISION

**Willow Springs:** Engineer HEGBERG, fireman SLATER, train No. 131, engine 4106, Willow Springs to Thayer, June 1st, 70 cars in train, burned 6 tons of coal, performance 104 pounds per 1,000 gross ton miles.

**Memphis Sub:** Engineer DUKE, fireman INGRAM, train Extra North, engine 4116, Yale to Jonesboro, June 5th, 70 cars in train, 1,860 gross tons, burned 7 tons of coal, performance 107 pounds.

Engineer ANDERSON, fireman DAVISON, train Extra North, engine 4016, Yale to Jonesboro, June 8th, 70 cars in train, 2,006 gross tons, burned 8 tons of coal, performance 114 pounds.

**Tupelo Sub:** Engineer McCULLOUGH, fireman HENRY, train No. 135, engine 40, Yale to New Albany, June 6th, 74 cars in train, 1,620 gross tons, burned 6 tons of coal, performance 100 pounds per 1,000 gross ton miles, which is below the average.

Engineer WILSON, fireman CONDERY, train No. 136, engine 4126, New Albany to Yale, June 9th, 74 cars in train, 1,920 gross tons, burned 6 tons of coal, performance 84 pounds per 1,000 gross ton miles.

### NORTHERN DIVISION

**Kansas City Sub:** Engineer D. SPENCER, fireman G. KELL, train No. 131, engine 4105, Kansas City to Ft. Scott, June 1st, 99 cars in train, 2,370 gross tons, burned 11 tons of coal, performance 94 pounds per 1,000 gross ton miles.

Engineer GOODELL, fireman SHEARS, train No. 104, engine 1063, Ft. Scott to Kansas City, June 4, 8 cars in train, burned 704 gallons of oil, performance .86 gallons per passenger car mile, which is much below the average for local passenger train.

Engineer J. L. KIRKPATRICK, fireman C. E. MILLER, engine 4101, Ft. Scott to Kansas City, May 6th, called to leave Ft. Scott 2:30 p. m., arrived Kansas City 7:25 p. m., on duty 4 hours 55 minutes, handled 64 loads,

26 empties, a total of 3,089 gross tons, delayed only 34 minutes on line of road, burned 12 tons of coal, performance 62 pounds per 1,000 gross ton miles.

**Ash Grove Sub:** Engineer W. M. PRITCHARD, fireman A. WINTERS, made a total of fifteen trips in passenger service, from April 4th to May 1st, average number of cars handled in train by this crew ranged from three to eleven cars, classes of engines from 1100 to 1500, average performance lowest which is 5.24 pounds, high 13.2 pounds. The best performance was made on train 106 of April 17th, with engine 1521, handling 9 cars, burned 403 gallons of oil or .44 gallons per passenger car mile.

**Wichita Sub:** Engineer PHILLIPS, fireman MALMGREN, trains Nos. 332 and 335, engine 4002, Neodesha to Wichita and return, May 18 and 19, handled a total of 369,000 gross ton miles, burned 23 tons of coal, performance 125 pounds per 1,000 gross ton miles. This same crew was on a Piedmont turn, out of Beaumont, May 23rd, with engine 4011, handled 210,000 gross ton miles, made a performance of 151 pounds. The standard set for the Wichita Sub, month of May, was 175 pounds, and it will be noted these records are much below standard.

#### RIVER DIVISION

**St. Louis Sub:** Engineer MIKE BARRETT, fireman SLAUGHTER, train No. 806, engine 1053, Chaffee to St. Louis, June 14th, 9 cars in train, burned 840 gallons of oil, performance .69 gallons per passenger car mile.

Engineer W. O. COOK, fireman G. V. BRIGGS, train No. 807, engine 1015, St. Louis to Chaffee, May 9th, 6 cars in train, burned 690 gallons of oil, performance .8 gallons per passenger car mile. 15 minutes late out of St. Louis, went into Chaffee on time. This same crew was on train No. 808, engine 1019, May 10th, 5 cars in train, burned 629 gallons of oil, performance .9 of a gallon.

**Chaffee Sub:** Engineer ABERNATHY, fireman RYKER, train Advance No. 832, engine 4029, Harvard to Chaffee, May 18th. Called to leave Harvard 8:30 pm., tied up Chaffee 1:35 a. m., on duty 5 hours 15 min., handled 2,765 gross tons, made stop for water at Blytheville and Rudd, did not take any coal at Hayti and made a performance of 58 pounds per 1,000 gross ton miles, which is exceptionally good.

#### SOUTHWESTERN DIVISION

**Cherokee Sub:** Engineer E. WALRED, fireman J. ANDERSON, train Extra West, engine 4117, Afton to West Tulsa, June 1st, 53 cars in train,

a total of 2,025 gross tons, burned 1,709 gallons of oil, performance 10.5 gallons per 1,000 gross ton miles.

Engineer B. WORTHMAN, fireman SWIFT, train Extra West, engine 4117, Monett to Tulsa, May 29th, handled 312,000 gross ton miles, burned 2,014 gallons of oil, performance 77 pounds.

**Oklahoma Sub:** Engineer W. WEBER, fireman O. E. FOSTER, train Extra West, engine 4111, Oklahoma City to Tulsa, May 20th, handled 272,000 gross ton miles, burned 1,713 gallons of oil, performance 75 pounds.

Engineer J. ZACHRITZ, fireman B. FIELDS, train No. 9, engine 1517, Tulsa to Oklahoma City, May 31st, 9 cars in train, burned 1,108 gallons of oil, performance 1.04 gallons.

Engineer W. O'HARA, fireman FIELDER, train Extra East, engine 4109, Oklahoma City to Tulsa, May 6th, handled 276,000 gross ton miles, burned 1,713 gallons of oil, performance 74 pounds.

**Chickasha Sub:** Engineer F. W. LOYD, fireman W. STEVENS, train No. 436, engine 1620, Snyder to Oklahoma City, May 4th, handled 223,000 gross ton miles, burned 1,516 gallons of oil, performance 81 pounds.

Engineer H. ZIMMERMAN, fireman A. JONES, train 436, Quanah to Oklahoma City, engine 1624, May 8th, handled 321,000 gross ton miles, burned 1,850 gallons of oil, performance 69 pounds per 1,000 gross ton miles.

**Creek Sub:** Engineer C. C. SANER, fireman W. A. SAILOR, train Extra East, engine 4116, Francis to Tulsa, May 8th, handled 297,000 gross ton miles, burned 2,115 gallons of oil, performance 85 pounds.

Engineer W. A. SAWYER, fireman J. ICE, train Extra West, engine 4109, May 9th, Tulsa to Francis, handled 227,000 gross ton miles, burned 1,617 gallons of oil, performance 85 pounds.

Engineer W. D. JONES, fireman W. C. STALLINGS, train No. 117, engine 1050, Tulsa to Sherman, May 26th, 13 cars in train, consumed 2,200 gallons of oil, made 11 stops, performance .7 gallon per passenger car mile.

**Sherman Sub:** Engineer COLE, fireman J. H. RAINEY, train Extra South, engine 4111, Francis to Sherman, May 24th, handled 240,000 gross ton miles, burned 2,349 gallons of oil, performance 117 pounds.

Engineer SWARTZ, fireman G. F. CARIKER, train No. 532, engine 4109, Sherman to Francis, May 12th, handled 172,000 gross ton miles, burned 1,712 gallons of oil, performance 118 pounds.

#### CENTRAL DIVISION

**Ft. Smith Sub:** Engineer HAMMERSLY, fireman JOE A. TAYLOR,

Payments by Metropolitan Life Insurance Company to insured officers and employes during May, 1928, totaled \$18,282.62.

Supervisors group, total and permanent disability, \$1,746.00. Clerks group, total and permanent disability, \$675.10; death claims, \$6,000.00. Shop group, sick benefits, \$3,688.60; total and permanent disability, \$1,173.92; death claims, \$5,000.00.

#### PRAISES IMPROVEMENTS

Mr. J. A. Murray, a locomotive engineer of forty-five years' service, writes the magazine of the wonderful improvements which have been made in the Memphis Terminals, particularly referring to the double tracking recently completed between Harvard and Critco, from the east end of the bridge to Yale.

"It is wonderful to think of the overtime which has been reduced by having these double tracks," he writes. "We don't have the delays we used to have. In my 45 years with this company as locomotive engineer, I have seen improvements from year to year but none as great as this improvement of the double tracks between Harvard and Critco."

"It is fine to be making about 35 miles an hour and pass No. 105 running so fast that it takes both the fireman and I to see her. The fireman will say to me, 'here she comes,' and I'll say, 'there she goes.' That is what happens on the double track."

working in hill service on the Boston Mountain, kept their performance in hill service from April 11th to May 12th. The average time helping trains up the hill was 47 minutes per trip. This includes both freight and passenger. Average number scoops of coal consumed 240. It is not possible to figure performance on the gross ton mile basis as these runs were made while helping other trains up the hill, but it is a very good record.

#### TEXAS LINES

**Sherman Sub:** Engineer WATERBACH, fireman DAN CHEATHAM, train No. 35, engine 697, Sherman to Ft. Worth, May 28th, on duty 6 hours 15 minutes, handled 128,000 gross ton miles, consumed 843 gallons of oil, performance 6.58 gallons.

Engineer J. C. McCLAIN, fireman W. C. CRANE, train Extra South, engine 735, Sherman to Ft. Worth, May 29th, on duty 6 hours 20 minutes, handled 146,000 gross ton miles, burned 909 gallons oil, performance 6.22 gallons.



# Homemakers' Page



MISS LORETTO A. CONNOR, Editor

## Simple Jams and Marmalades

**N**O MATTER how fervently a woman loves to can and jam, preserve and "do up," she has to curb her ardour if she lives in the usual city apartment, where storage space is at a premium. She has to stand sadly by and watch the summer procession of currants and raspberries, plums, peaches and grapes, go by without putting up the rows and rows of jars and glasses in which her thrifty housewife soul would delight.

Even the kitchenette, however, may indulge her taste for a bit of home canning, if she will be content to do frequent dabs, instead of a lot, that would require shelves and shelves to store. And one of the easiest things that even the veriest amateur can make successfully is marmalade, than which nothing is more welcome to spread on the morning toast, or the five o'clock tea thin bread and butter, or the Sunday night supper hot biscuits. Here's how:

### Quick Orange Marmalade

- 3 oranges
- 1 lemon
- 5 cups cold water
- 5 cups sugar

Slice the fruit crosswise through rind and pulp, in very thin slices. Discard seeds, if any (when navel oranges are in market, get them as they are entirely seedless) add cold water and allow to stand over night. Boil until the rind is tender, about three hours. Add sugar, boil for another half hour, and pour into sterilized glasses. When cool, seal with paraffin.

Now that grapes are one of the most tempting displays on the market stand, it is a good time to experiment with

### Grape Conserve

- 2 pints grapes
- 2 oranges
- 1 cup seeded raisins
- 2 2/3 cups sugar

1 cup walnut

Wash, stem and seed the grapes. Slice the oranges very thin and add to the grapes, together with raisins and sugar. Cook until the mixture is transparent and thick. Add the chopped nut meats after taking from the fire, as they need no cooking. Pour into sterilized glasses or jars. This conserve is delicious with hot biscuits or muffins.

Another delicious conserve which even the kitchenette housekeeper may indulge in is:

### Peach Conserve

- 1 quart peaches
- 1 cup raisins
- Juice 1 lemon
- 1 orange
- 1 1/2 cups brown sugar
- 1/2 cup chopped nuts

Pare peaches and cut into small pieces. Slice the orange and cut into small pieces. Put all ingredients together, add enough cold water to keep from scorching, about 1 cup, and simmer 1 hour. Add nut meats when the mixture gets thick and pour into sterilized glasses.

### Orange Honey

- 3 oranges
- 1 lemon
- 1/2 cup hot water
- 3 cups sugar

Remove peel from oranges in large pieces. Cover with boiling water and cook until tender. Drain and scrape off white inner membrane with a silver knife or spoon. Put the orange rind through a food chopper. Grate the yellow part of the lemon and add to the chopped orange rind. Cut the pulp of both oranges and lemon into small pieces, discarding seeds. Bring the hot water and sugar to a boiling point, add the fruit pulp and chopped rind and cook until the mixture is the consistency of strained honey when a little is dropped on a cold plate. Pour into sterilized glasses and cover with paraffin when cold.

## A JULY MODEL



Cool and attractive is this georgette dress in flower design attractively modeled by Miss Catherine Curran of the agents' account department, Saint Louis. The skirt is pleated and caught in at the hips with a leather belt, while one finds soft footing below the small hem. A lace hat with a bright flower on the side matches the soft lines of the dress.

Courtesy B. Nugent & Bros. D. G. Co.

## Be Careful of Little Wounds

It is all right to kiss baby's finger to make it well if baby has merely bumped it against the table leg, but if it is a cut instead of a bump, more than kissing is advisable.

Little cuts are often dangerous, and particularly when they are on little fingers that are constantly getting into mischief and at the same time into germ-laden dust or dirt. No matter how immaculate a housekeeper you may be, baby's hands after an hour or two of play, clearly prove that there is still some dust and dirt in the home, and where there is dust, there are very likely to be germs that quickly turn a little cut into a festering sore.

## BUILDING GOOD TEETH

Some years ago there was a campaign in most of the schools of the country to teach children the importance of brushing their teeth regularly and thoroughly; the slogan taught them was "A Clean Tooth Never Decays."

Any dentist can tell you, however, that decay is as frequently a matter of an inner weakness in tooth structure as it is a matter of surface erosion. In other words, many a clean tooth does decay just because it is not a strongly built, sound, durable tooth. Nowadays we know that unless children are given the proper diet during all their years of tooth-building, they will not have sound, strong teeth, and that no matter how faithfully they brush and scrub, decay will certainly take some or all of their teeth before they reach old age.

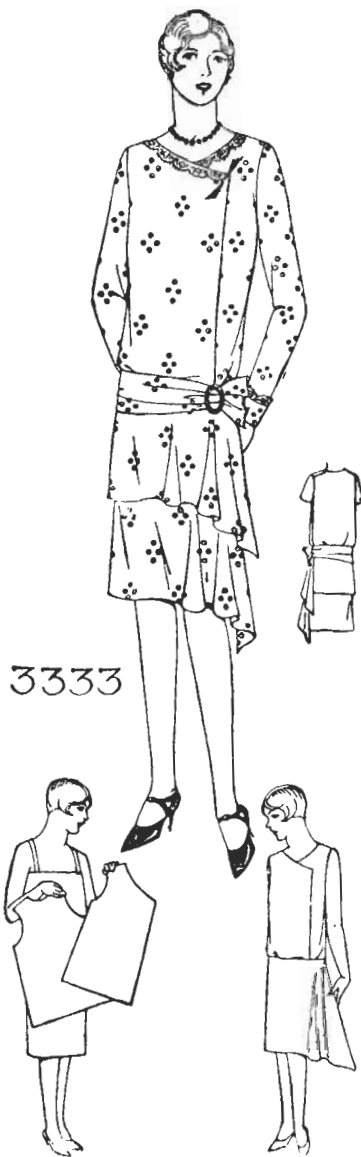
For building sound teeth and bones, children need from their infancy a diet that is rich in calcium and mineral salts. Milk supplies much of this calcium (lime) and milk should be a regular daily beverage through the entire childhood and adolescent period, until the last permanent tooth is cut. A quart a day is not too much.

Bran, wholewheat, gluten, graham or rye breads should always be given to children instead of white. Toast, zweibach, and crusts are recommended, as they must be chewed vigorously and this exercise is good for the teeth. Many children do not care for certain vegetables and prefer a simple diet of meat and potatoes and gravy; the vegetables should be eaten every day, however, as they contain valuable mineral salts.

Fresh fruits, especially the citrus fruits, oranges, lemons and grapefruit, are now known to be highly important, because of their high percentage of mineral salts—the salts the child must have for tooth building. It is not a mere fad that every child specialist in the world always prescribes orange juice in the daily food ration of infants and children; it has been definitely proved by scientific experiment of the most careful sort that when orange juice is taken daily in the child's diet, he not only gets the salts from the orange juice, but actually retains more of the mineral salts eaten in his other foods.

Fortunately, oranges are in market twelve months a year, and if the thrifty mother will buy the small, cheap sizes, which are perfectly good for squeezing, she will not find her fruit bill too burdensome. It is certainly cheaper and pleasanter to spend money for pure milk, fresh vegetables, and oranges, than to pay big dental bills.

## Fashion's Forecast Annabel Worthington



It looks intricate, but is as easy as can be. Design No. 3333 features all the new style tendencies—in one-sidedness, tiered skirt, uneven hem line and swathed girdle.

The pattern can be had in sizes 16, 18 years, 36, 38, 40 and 42 inches bust and requires only three and seven-eighths yards of 40-inch material for the 36-inch size.

The pattern may be secured by sending fifteen cents in stamps or coin (coin preferred) to the Fashion Department, *Frisco Magazine*, No. 18 East 18th Street, New York City.

## MAKING A PURSE



On the Board Walk at Atlantic City, taking tea at the Palace Hotel in San Francisco, in many a smart place we see fascinating summer purses, gay in color and in pattern. Discovered in the Rue de Rivoli, brought to this country and developed in crepe paper twist, inexpensive and simple to make, these novelties are becoming more popular every day.

One buys a stamped canvas pattern and the directions are attached thereto. There are little tricks to remember. Always flatten the twist out by running it over the edge of a table. Don't draw the stitches too tight, but just have them lie flat. Never knot the twist; start a new thread by making two stitches parallel to the stamped guide lines and cover with the regular stitches. Select the color used for the background and then get a piece of crayon the same shade. Rub the crayon on the canvas between the stamped lines to prevent canvas showing through if you'd have success.

Particular care must be taken in "fixing" the bag. In order to make it wear, sealing wax must be dissolved in denatured alcohol until it is the consistency of water. Then the finished bag is pinned down on a flat surface and the liquid applied with a brush. Do not brush from one color to another.

It is easy to put the bag together. Grosgrain silk is splendid for the lining, and the envelope bag can be made without or with a gusset. Cut the silk about one-fourth inch wider and larger than the bag and make a one-fourth inch hem all around. Cut a piece of muslin for an interlining a trifle smaller, turn bag wrong side up and lay lining on it. Sew lining to the bag. Lay the silk with the hem down over the bag and sew the lining to the bag, having the needle come through the space between the edge and the embroidered border. A gusset put in according to directions on pattern will enable you to carry more in the bag.

A little rouge, a little curl,  
A powder box, a pretty girl.  
A little rain, and off it goes—  
A homely girl with a freckled nose.



## BUDDY'S "PAL" ~ A STORY OF A BOY AND HIS DOG

(By the Twilight Lady)

**T**HE sun was shining brightly when Buddy opened his eyes one fine July morning. It was the fifth of July, to be exact, and Buddy lay there for a moment thinking about all the fire crackers he had had for the Fourth.

In his little mind he visualized again the beautiful night display which his Dad had bought for him. For the first time he had let him shoot a Roman Candle. Buddy smiled again, as he remembered how much fun it had been to hold it in his hand and watch the stars shoot up in the sky.

But it was all over today, he thought. Somehow he wished it wasn't, for it had been just a lot of fun. He threw back the covers and walked over to the window which looked down on the spacious back yard. The dew was thick on the grass and rose bushes.

Then, from somewhere a low distressing whine reached Buddy's ears. His little eyes roved all over the yard, but he could not locate its origin. He listened again and it came at intervals. Buddy was more than anxious to find out where and what it was, for he disliked to see or hear of anything in pain.

He hurriedly slipped into his play clothes and put on his shoes, forgetting his socks. He went down the front stairs, finding the "whine" was more important than breakfast just now.

Reaching the back yard he began a painstaking hunt, which ended near a bunch of shrubbery at the back of the garage. There he found a very small white dog curled up in a spasm of pain. For a moment Buddy surveyed him. He loved dogs and had no fear of them whatever. The dog, seeing someone near, stopped whining for a moment and glanced up at Buddy. Buddy immediately stooped down. The little dog stretched his head and licked his hand. Carefully Buddy placed his hand on him and rolled him over. One little leg was limp and his side was a mass of blood.

"Somebody's hit him!" Buddy said aloud. With a little pat he left the dog and ran as hard as he could into

the kitchen where he told Mother of his discovery.

Mother was sympathetic with all Buddy's troubles, and before long the Dog Ambulance had stopped at the door and the Doctor had carefully picked up the little dog and loaded him into the ambulance.

It was two weeks before the dog was well, and in the meantime Buddy and Mother had made frequent trips to the hospital to visit the patient.

"But what will we do with him, Buddy, after he's well," said Mother. "Why, I want him," said Buddy.

"But he's only a little waif, Buddy, don't you think we'd better give him to the Humane Society and let them find a home for him?" responded Mother.

"Well, Mother, since he just plunked right in my back yard, I think I ought to keep him, anyway I've spent all my savings on him to cure his leg, and I've already named him," said Buddy.

"And what did you name him?" asked Mother.

"Pal," he replied.

And a few days later Buddy and Mother triumphantly drove home with the new addition. Buddy sat on the back seat, holding Pal in his arms. His leg was still bandaged, but the doctor said he would take the bandage off in a very few days.

Pal seldom took his eyes off Buddy, and Buddy watched his every movement. Once in awhile he would lower his head so he could lick his hand.

Several weeks more and Pal was established in the household. He was docile and obedient, and Buddy and he were inseparable. Pal seemed to take a lively interest in Buddy's games, and in every way showed his love for his little master.

But Pal must have been guided to Buddy's home, so that at some later date he might serve him, in return for Buddy's kindness.

It all happened one Saturday evening when Buddy, Mother and Dad decided to see a picture.

"You can't go this time, Pal," said Buddy. "It's a picture show and dogs aren't allowed. But you stay at home

and keep the burglars away."

It must have been about ten o'clock. Pal had been sleeping in the kitchen, when he heard a strange noise. He quietly got up and went into the dining room. There was a noise under the window. Pal jumped up on the chair and looked out. Strange smells came through the window. This person was a stranger to him, and so he began to bark. The man talked angrily back to him, first in a whisper and then in a louder tone, but Pal barked on.

He would surely go away, Pal thought, for he had already stopped working with the screen. Pal was sure that he had won, however, he barked more furiously than ever with growls between his barks. If he could just get hold of his coat, or a trouser leg, he could really do some damage, but he could not reach the stranger through the screen.

Pal did not know that during the excitement, the family had driven up to the front, and the key had turned in the door. Pal rushed barking to the front door, and when he saw his little master, he tore past him, out into the yard and around to the window.

Buddy's father, in starting up the driveway had thrown the lights of the car toward the garage and had seen the stranger too. He had alighted and started toward him. The stranger ran. But he was not familiar with the back yard, and Pal soon overtook him. He ran in front of him in an attempt to grab a trouser leg, and the stranger, unfamiliar with the dark yard and vainly attempting to make a getaway, tripped over Pal and fell.

In a moment Buddy's father caught up with him, and after a tussle which lasted only a few moments, he flattened him on the ground with a well aimed blow.

Mother called the Police and soon the stranger had been hustled away.

And when the excitement was over and Pal had been given an extra feed, while Mother, Dad and Buddy watched him enjoy it, Dad said:

"Well, Pal—the credit all goes to you. You tripped him for me, other-

(Concluded on Next Page)

## More Pictures of Our Frisco Children



Top row, from left to right: Imogene Hayden (on left), three year old daughter of Francis W. Hayden, train clerk, Tulsa; George Carl Losey, five months old grandson of George R. Shubert, clerk, Columbus, Kans.; Jimmie and Billie, Ann and Jane, grandchildren of J. B. Kirkpatrick, conductor, southwestern division; Veva Loraine, five months old daughter of Lynn C. Hallorey, steno-clerk, Tulsa; Nina Bess Seitz and Mary Francis Seitz, seven months old twins of Mr. Seitz, Ada.

Bottom row: Lucile McCready, age seven, and Gene Edward, age twenty months, daughter and grandson of Roy McCready, coal chute operator at Kansas City; Frank Wayne Batson, eighteen months old son of Frank Batson, Springfield shops; Lora Belle and Flora Jane, four months old twins of George Paul Taylor, station helper, Marionville, Mo.; Shirley Puryear, granddaughter of Wm. Oakes, section foreman, Catala, Okla.

wise I wouldn't have been able to have caught him. He didn't know it but he was headed for the only opening out of the back yard, and you could see better than I. You've paid for your trouble, many times over."

"Mother, may Pal sleep beside me on the floor in my room tonight?" asked Buddy.

"Well, just this once, but it isn't because you're afraid is it?" asked Mother.

"Oh, no—but Pal and I just want to sorta talk things over. I saved his life once and maybe he saved mine this time. Anyway he helped to keep the burglar out until we arrived home, and I just want to hang my hand over the side of the bed and let him lick it every once in awhile."

And when Mother slipped into Buddy's room during the night, Buddy was sound asleep. Pal, however, was on guard. He wagged his tail as Mother turned on the low light, but he did not attempt to rise or leave Buddy's side. Mother looked again, and Buddy's hand was hanging very near to Pal's face.

She turned out the light and left the room.

### NEED MORE BABY PICTURES!

The photographs of the children of Frisco employees which appear each month on this page, are of great interest to the readers of the *Magazine*. In future years, many of them will follow in their fathers' footsteps and will be numbered among the Frisco family.

There are many children of Frisco employees who have not had their picture on this page and this is a request to send in at once a clear kodak picture or a photograph to the *Magazine*, of the baby!

Someone has said that we do not take enough pictures of the baby. Only too soon he grows up and we would like to have retained an impression of how he looked at various ages, and that picture, reprinted in the *Frisco Magazine* will be valued by him when he grows to be of age.

Pictures of Frisco babies will be returned as soon as they have appeared on this page.

"How are you getting along at school?"

"Fine. We're learning words of four cylinders now."—American Boy.

### Who Was It?

Someone started the whole day wrong—

Was it you?

Someone robbed the day of its song—

Was it you?

Early this morning someone frowned; Someone sulked until another scowled,

And soon harsh words were passed around—

Was it you?

Someone started the day aright—

Was it you?

Someone made it happy and bright—

Was it you?

Early this morning we are told Someone smiled and all through the day

This smile encouraged young and old—

Was it you?

—Author Unknown.

### Necessary Preparation

Tommy, who had no great love for soap and water, was observed by his mother washing the forefinger of his right hand.

"What's the idea of washing only one finger?" she inquired.

"The boy next door has asked me to come over and feel his baby sister's new tooth," explained Tommy.

**The FRISCO EMPLOYEES' MAGAZINE**

Published on the First of Each Month  
By the

**St. Louis-San Francisco Railway Co.***Edited by* WM. L. HUGGINS, Jr.

743 Frisco Building

St. Louis, Missouri

This magazine is published in the interests of and for free distribution among the 30,000 employees of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

Single copies, 15 cents each  
Outside circulation, \$1.50 per year

**Vol. 5****JULY, 1928****No. 10****About those "Good Old Days"**

**T**HE reunion of Frisco Lines veteran employees is now a treasured memory to those of the 20-year service employees who participated. During the days of June 18 and 19, 1,500 veterans met at Springfield, many of them bringing their wives and families, and joined with the officers of their company for a 48 hour session of good times.

Despite the splendid barbecue, replete with field games, photographs, dancing contests, bathing "beauty" revues and other entertainments, one phase of the reunion stands out above all others.

It is that the veterans, especially those retired, liked to talk of the "good old days".

In groups of twos and fours, the older of the veterans gathered in secluded shady spots in beautiful Doling Park during the first day of the reunion, and chatted of the "link and pin" days when a railroad man in line service worked until his job was finished no matter how long the hours,—when pay was not so large and the pay car not so sure to arrive on time,—when railroading was in reality a "game" instead of the scientifically planned, orderly industry it is today.

There were undoubtedly many veterans who sighed as the old time stories were told and retold, and said "Those were the days".

But it is not a matter of record that any of

them added, "I wish those days were back again!"

All of us, as the years roll upward into the fifties and the sixties, give an occasional yearning, backward look into the days of youth. In the roseate glow of our memory the places and deeds and friends of our twenties and thirties are prone to assume an importance out of all proportion to their true worth. If there be a reader of these lines who does not believe it, let that individual go back to the old swimming hole, which was a veritable paradise in the "good old days". It is a sad home-coming to view the muddy water and that weedy bank and tangled underbrush which is still there today.

And so it is in all industrial progress. Our veterans at the reunion last month smiled tenderly as they discussed those halcyon days of early American railroading.

But we'll bet a barbed-wire bathing suit against a hand-tooled bicycle pump that one day's work on the Frisco as it was in 1900 would change it all.

These are the days.

This is the railroad.

And the veterans who "yearn" the most for the early days are the men who work the best now for a greatly improved railroad, with the best men and officers in America.

**About the Busses and Trucks**

**F**RISCO employees are working steadily and efficiently in a commendable effort to reclaim to their railroad a portion, at least, of the passenger travel which has been lost to the busses.

In this connection it is interesting to note some statistics on bus operation which were released in New York recently.

Motor busses today, the report stated, cover some 270,000 miles of regularly established routes in the United States, or 20,000 miles more than do the railroads. Last year these bus lines carried 120,000,000 passengers, as compared with 875,000,000 which traveled by rail. Motor trucks, the statement continues, hauled 3.7 per cent of the freight of America, against 90.5 per cent carried by the railroads. But between 1920 and 1926, the less than carload freight hauled by railroads declined about 20,000,000 tons, most of which went to the motor trucks.

There is food for thought in these figures, on the part of railroad employees. We should redouble our efforts in legitimately and fairly increasing our traffic on Frisco Lines.



### The Dumbest

The dumbest dumbbell we ever knew wants to know if they pump up flat cars on a railroad and if so if the pumper does it.

### That's Him

(According to Some Frisco Folks)

"Is an editor a man who puts things in the magazine?"

"Hell no—an editor is a man who keeps things out."

### The Weaker Sex

"What happened to you? Were you in an accident?"

"No—I was being shaved by a lady barber when a mouse ran across the floor."

### Enough

"I've got a horse that can run a mile a minute 'cept for two things."

"What am dose?"

"De longness of de distance and the shortness ob de time."

### All But One

A large troop of soldiers had been on a 30 mile march. After they had returned, all tired and worn out, their officer, a big, strong fellow, said:

"Now, those of you who think you cannot do the thirty miles again, take three paces forward."

All the soldiers took the three paces forward with the exception of one man who was looking extremely tired.

"I am much pleased to think that one man can do the march over again."

The man, hearing this, was quite embarrassed as he said:

"Nay officer, I can't even take the three paces forward."

—Salstaff Bulletin.

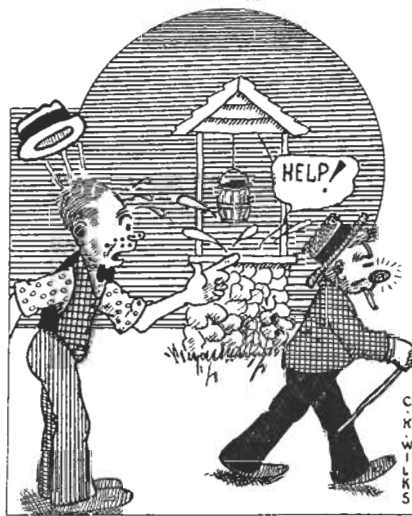
### Presently

A patron of the saloon-bar tasted his potion suspiciously and then remarked to the "Duchess" behind the counter.

"This is a curious whisky and soda. May I ask which you put in first, the whisky or the soda?"

"The whisky, of course," said the barmaid.

"Oh, all right," said the thirsty one, raising his glass, "I daresay I'll come to it presently."—Salstaff Bulletin.



Ole—"Ye Gods man your wife just fell in the well."

Soak—"Sall right (hic) sall right, we don't use that water for anything no more (hic)."

### The First Step

Jock met his friend Sandy in the street.

"Sandy," he said, "I wonder if you could oblige me with a cigarette?"

"But I thot you said you'd stoppit smokin'?" said Sandy reluctantly.

"Aye weel," replied Jock, "I've reached the first stage, I've stoppit buyin'."

### Take Him Out

"I 'ear Bill is suin' the company for damages."

"Wot 'ave they done to 'im?"

"They blew the quittin' whistle when he was carrying a heavy bit of steel and he dropt it on his foot."

### Sympathy

Our heart goes out to the dear young thing who moans that all soldiers are dishonest. She says she heard of one sentry after another being relieved of his watch.

### The Cause

"Say, what's the cause of all these divorces lately?"

"Matrimony!"

### Hiking

"What's become of the Hikers' Club?"

"Oh, it disbanded. It was getting too hard to persuade passing motorists to pick us up and give us a lift."

### A Match

"Your school is not a seminary, it's a match factory," said the young college student to the girl graduate.

"You're right, we furnish the heads and get the sticks from the men's college."

### Very Choice

"Are you a sailor's sweetheart?"

"No, I don't like salt with my mush."

### The Usual Way

A centipede was happy quite, until the toad in fun,

Said, "Pray, which leg comes after which, when you begin to run?"

This wrought his mind to such a pitch, He lay distracted in the ditch, Forgetting how to hun.

### Just in Time

The argument between Harry and Larry was waxing warm.

"Say!" Harry ejaculated. "Do you want me to knock you into the middle of next week?"

"I'd certainly appreciate it," responded Larry gratefully. "I've got a date with your girl for Wednesday night."

### Fifty-Fifty

"Where were you last night?" demanded the wife.

"I was home in bed," answered the husband righteously. "Where were you?"

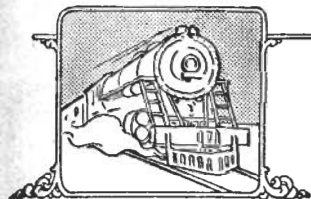
"Why," she stammered, flustered. "I was—er—er—over to Mabel's—and it got so late—that is—well, you win. What are you going to do about it?"

"Ye gods!" he exclaimed. "So you weren't home last night, were you?"

### The Poser

"What was the most difficult part of the civil service exam you took at the post office?"

"Writing with the post office pens."



# The FRISCO MECHANIC

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



## HE CATCHES BIG ONES!

Mr. Sam S. Grider, steel worker at the north shops, Springfield, is at the present time located in Michigan City, Ind., inspecting new cars being built for the Frisco by the Pullman Company, and while there, he tried his luck fishin'. He sends the accompanying picture to the Magazine with the

little poem on the sport:

### When I Go Fishing

Pretty soon I'll crank my flivver  
And go speeding to the river.  
Of all the sports beneath the sun,  
You can have them all but one.

Give me fishing.

You can bet your bottom dollar,  
I won't even make a holler,  
Every time a hook needs baiting.  
There is always joy in waiting.

Give me fishing.

With every nibble there is a feeling  
That my bait something is stealing,  
But I will fool them when I yank,  
And flop 'em on the bank.

Give me fishing.

## APPRECIATES HOSPITAL

Mr. H. H. Fuller, of the mechanical department, Enid, Okla., a recent patient in the St. Louis Hospital, sends his appreciation of treatment received to the Magazine:

"The writer recently spent two weeks in the Frisco employees Hospital in St. Louis, where he underwent an operation for the removal of a cancer on the lip. I am wondering if we appreciate the splendid facilities that this institution affords the employees. Dr. Woolsey and his assistants are experts of highest rank. Everything in the hospital is spotlessly clean. The nurses, under the able leadership of Miss B. Pollack, are courteous and ever ready to render any service or attention to a sufferer, and untiring in their efforts to make your stay as comfortable and pleasant as possible.

"The writer takes this method of thanking everyone concerned for the

## Machinist Olan Bull Is Poultry Raiser



Mr. Olan Bull, machinist in the Springfield roundhouse started a hobby in 1923 which bids fair to put him in the ranks of the leading poultry men of that section of the country.

In February, 1923, he purchased an unimproved ten-acre tract of ground two miles west of Springfield on the Division Street road. The ground was ideal for poultry raising. He started with a few hens and a great deal of determination to make good, and at present has built up a large poultry farm, dealing in bred-to-lay Barred Plymouth Rock chickens. He is shipping breeding stock, baby chicks and hatching eggs to more than twenty middle western stations

and has customers in Minnesota, Texas and Florida. He ships the entire year round.

In 1927 his gross sales amounted to more than \$7,200.00 which shows that his sideline has become more than a mere hobby, and besides fully employing his time while away from the shops, it is remunerative.

Mr. Bull's chicken houses are of the latest design, sanitary and well kept. His incubators, of which he has several, have a capacity of 6,150 eggs each and his brooder houses now hold about 3,200 young chickens which he will later sell as young mated pens and cockrels for next year's production.

many kindness's shown him while there.

"We have been paying hospital dues for a good many years and often wondered just what was done with money. We never realized before just what a small deduction from each month's pay would do, pooled with the 30,000 other deductions from employees of the Frisco.

"It is a comfort to know that such a splendid institution stands in readiness to serve when we need it most."

DO YOU THINK THE HORSE THAT WON THE KENTUCKY DERBY WOULD HAVE COME IN FIRST IF THE JOCKEY HADN'T CO-OPERATED? THIS BUSINESS NEEDS YOUR HELP TOO-TO WIN OUT!



## Chester Ferguson Wins Billings-Springfield Frisco Marathon



This photo of the runners in the Frisco's own "Bunion Derby" was taken at Billings, Mo., just prior to the start of the 21 mile run to Springfield, Mo.

**A**NDREW PAYNE, winner of the Pyle "Bunion Derby" and Chester Ferguson, Frisco blacksmith of Springfield, Mo., have two things in common.

They are both from towns on Frisco Lines and both recent winners of long distance foot races.

Mr. Ferguson on June 2, won first place and a prize of \$100.00 in a Frisco foot marathon run from Billings to Springfield, a distance of twenty-one miles. His time was three hours, fifty-nine minutes and ten seconds. Mr. V. T. Wilks, a walker, came in first in that class and won a \$15.00 prize, his time being five hours, twenty-nine minutes and twenty seconds. Mr. Leo Nagel, came in second, and won a prize of \$7.50.

The race was sponsored by Mr. C. L. Melton, a west shop employe, and the prizes were donated by the merchants and business men of Springfield and Billings. Second, third and fourth prizes were, \$75.00, \$50.00 and \$25.00 respectively. The next six

men each received \$10.00 each.

Altho thirty-three Frisco employes left Billings at 9:10 a. m., Saturday, June 2, only eighteen of them finished.

Large crowds all along the way witnessed this race and considerable enthusiasm was evidenced at all points, especially on the Square in Springfield where the race ended. It was necessary to have police protection to escort the runners into the Square, account of the large crowds.

There was quite a staff of officials in charge of the race, among them: J. K. Gibson, who acted as timekeeper; Drs. E. M. Fessenden, W. S. Sewell and G. M. Powell; Dr. J. D. Robers, foot specialist; Messrs. M. L. Ryan, John Franks and John Maxwell, first aid; ambulance service by Mrs. Alma Lohmeyer and J. L. Coring, Frisco employe, who acted as advertising manager.

The following eighteen men finished the race:

1. Chester Ferguson,
2. Lee J. Young,

3. Jerry Coring,
4. Dick Skelton,
5. Henry Ericson,
6. L. W. Evans,
7. Edward Baker,
8. J. C. Evans,
9. O. E. Bettrick,
10. E. H. Mays,
11. Harold Chambers
12. T. E. Gugel,
13. E. W. Mondy,
14. J. W. Rowland,
15. V. T. Wilks (walker),
16. Robt. L. La Veyra
17. Leo Nagel (walker),
18. A. C. Potter (walker).

Others who participated were: Delbert Bradley, Homer Harp, Ben Blankenship, A. T. Carroll, Frank Chastain, Frank Gottas, J. W. Black, H. L. Fowler, A. L. Roberts, J. D. Seth, Grover T. Wheteley, Dan Webb, Jack Graf, H. C. McNally, A. D. Clark, Bill Cunningham, Chas. Brown, A. C. Everts, Leroy Prater, Fred Underhill and O. E. Wayland.

### FRISCO FLYER A WINNER



The Frisco is well represented at the Dog Races which are being held at Tulsa, by "Frisco Flyer", whose photograph is attached.

W. R. Watts, brakeman on the Western division, is the owner of this dog, who won the Dodge Bond cup in the feature race on the Oklahoma Course, May 10th, at the Magic City Kennel

Club. The time, thirty-five seconds, was unusually good for this distance. "Frisco Flyer" is one of the most popular greyhounds on the track, never failing to have plenty of backers whenever he is entered. Mr. Watts has several other consistent winners, Sandy's Pride and Alexander being the best, but "Frisco Flyer" attracts the most attention, no doubt by reason of his name.

### BALL CLUB AT FT. SMITH

According to Lee W. Caviness, reporter for Local No. 17 at Ft. Smith, Ark., the employes of the Ft. Smith shops maintain they have one of the best baseball teams on the system.

Mr. D. W. Stanley, wrecker foreman, is manager, and he would be delighted to receive word that some other team on the system desires a match game.

He may be reached by a letter addressed to him in care of the general foreman at Ft. Smith.

### HUGO NINE WINNING

The baseball nine of the Hugo shops has been having some fine games with teams from the surrounding territory.

The Frisco nine won one game from Powderly, Texas, but lost to the Antlers, Okla., team. However, on Sunday, May 20, they were matched with Ft. Smith. During the 1927 season the Ft. Smith team lost to the Hugo nine, and this year the score was 4 to 1 in favor of Hugo.

The Hugo team would like to have a match game with other teams and may be reached in care of Oray N. Wright, reporter for *The Frisco Magazine*, Hugo Okla.

"I am sorry I married you," sobbed the bride.

"You ought to be," said the groom, "you kept some other girl out of a mighty fine husband."

## A Page of Praise from Frisco Shippers

**P**RAISE has been given to James L. Greenup, Frisco agent at Scammon, Kans., and to William Mertz by H. F. Souder, of the Souder Grain Company, Scammon, Kans., for the rapidity with which the Frisco handled a car of flour and feed from a milling company at Wichita to the wareroom door of the Souder concern. The car left Wichita March 14 and was set out at Scammon the next day.

"I very much doubt," said Mr. Souder, in a letter to Mr. Greenup, "if ever a car of flour or a car of anything else has been ordered, billed and delivered an equal distance so quickly as the one to which I allude.

"This simply goes to show that the agent and the conductor whose names I have mentioned and the Frisco System have united in displaying all the essential features to merit the gratitude and appreciation I entertain toward them and it, for the efficiency and service I gladly acknowledge."

Treatment given by the Frisco to a car of cattle, consigned from a Mississippi point to McNew & Company, Bloomfield, Mo., when the cattle were unloaded at Chaffee, Mo., for feed, water and rest, has been commended by Mr. McNew, who went to Chaffee to see the condition of the cattle, states George W. Carlisle, agent at Bloomfield.

Mr. McNew said that the pens were clean and large and that first-class hay and fresh running water were provided the cattle.

"I want to take just a moment to express our appreciation of the help you have given us in moving Frisco car No. 123073, destined for Minneapolis, on April 27," wrote James A. Cannon, vice-president of the A. J. Stevens Grease & Oil Company of Missouri, of Kansas City, Mo., to F. E. Morgan, assistant to the superintendent of terminals, Kansas City.

"We all have our moments and yesterday was one of the times when we sure did need help. As usual, we called on the Frisco and were not failed."

"This very satisfactory service will result in your line handling all my tonnage drawn from territory served by the fast-growing Frisco," recently wrote R. L. Chappell, an official of the Aliceville (Ala.) Iron Works, to M. W. Dunkin, traveling freight agent, Memphis, referring to the Frisco's fast handling of a car of cement, Bir-

mingham to Aliceville, about the middle of April.

"I wish to compliment the Frisco and their connecting carriers on the splendid service given on car of samples recently shipped (from Springfield, Mo.) to Grand Rapids", recently wrote Burke Holbrook, president of the Springfield Furniture Company, to George M. Forrester, Frisco commercial agent at Springfield. The car was billed April 13 and was reported at Grand Rapids the morning of the eighteenth.

"It was quite easy to know when our car left the Frisco Lines and was attached to a train upon another system. The contrast in favor of the Frisco was marked to such an extent that it was easily determined."

So, on April 19, wrote Ben R. Estill, Kansas City, Mo., attorney, to E. G. Baker, assistant general passenger agent at Kansas City, in reply to the latter's letter of inquiry as to whether Frisco service had pleased Mr. Estill on a recent trip of his from his home city to Coco, Florida.

When Mr. Baker was division passenger agent for the Frisco, with headquarters at St. Louis, he started a system of inquiring of passengers after they had travelled via Frisco, how they liked Frisco service.

Mr. Baker's letter to Mr. Estill said in part:

"We appreciate your patronage and sincerely hope our service equalled your expectation. If you found anything to criticize in the handling of our train, class or condition of its equipment, etc., I shall be glad if you will tell me about it. Mr. Glover (assistant ticket agent at Kansas City) and I will cheerfully respond to 'phone calls—Main 3387—in connection with your transportation requirements."

First class in every respect, was the Frisco service encountered by J. A. Coulson, of George S. Mephram & Company, colors, chemicals, ores and clays concern of East St. Louis, Ill., on a trip he made early in May from St. Louis to Springfield and Joplin, Mo., Tulsa, Enid and Oklahoma City, Okla., and back to St. Louis, he told H. D. Schaefer, assistant paymaster, Frisco Railway, St. Louis, who was instrumental in obtaining this passenger.

Mr. Coulson added that whenever possible he would route his shipments over the Frisco.

"Having been a patient at the Frisco Hospital in St. Louis and now recovered from a major operation I feel obligated to express my appreciation, not only for the medical knowledge and surgical skill shown by the doctors, but also for the uniform attention and ability of all the hospital employees", writes Thomas J. Heath, pensioned auditor of Webster Groves, Mo., in a letter to the *Magazine*.

"I take pleasure in congratulating Frisco Lines employees who, in case of accident or sickness, can be taken care of in a hospital that is the equal of, if not better than, any other in St. Louis."

Efficient handling by James Z. Quinlan, rate clerk, Kansas City, of a car of hay for Campbell-Durbin & Co., Kansas City, Mo., feed firm, has resulted in the following letter of appreciation, written to Mr. Quinlan by N. C. Campbell, of the feed company:

"The writer wishes to express his sincere appreciation of the interest taken by you in connection with getting the car of hay 101228-C&NW moved to Dana Switch. The first time I come by the Frisco, I will bring you over some cigars, as I want you to know the interest that you took in this matter was sincerely appreciated and that when the opportunity presents itself, I will be glad to be of any service to you that I can."

Mules are noteworthy for, among many things, the speed with which they do not travel, but about 400 of them seemed to get the Frisco space-annihilating spirit recently and made the trip from Wichita, Kans., to Memphis, Tenn., in twenty-seven hours. No, it wasn't via hoof but "Via Frisco."

The Frisco took the shipment of 400 mules in sixteen cars out of the stockyards at Wichita at 4 a. m., on a Sunday and delivered the mules at Memphis at 7 a. m. the following day, an average speed of twenty miles an hour for the twenty-seven hours.

Billed out of Wichita by the C. B. Team Mule Company, the animals, purchased in the vicinity of Wichita, are being distributed to cotton plantations south of Memphis.

By a curious mistake a newspaper in writing up the fast shipment, printed the following heading on the story: "Record for Mules Shipped by Radio."

Well, it was pretty near that fast.

## ANNUAL MEETING HELD MAY 28

The annual meeting of the executive board of the Frisco Mechanical Supervisors, was held May 28-29, at the community building, Springfield, Mo. Accident prevention was the principal subject discussed.

Delegates attending were: R. H. Gardner, president, Springfield; J. Frank Ferguson, vice-president, Western division, Enid, Okla.; C. E. Grundburg, secretary-treasurer, west shops, Springfield; James Bruce, Northern division, Kansas City; H. E. Hubbard, River division, Chaffee, Mo.; B. W. Swain, Southwestern division, Oklahoma City; W. O. Freeman, Central division, Fort Smith, Ark.; W. A. Morgan, Texas Lines, Sherman, Texas; M. J. Sartain, Eastern division, north shops, Springfield, and John E. Northcutt, west shops, Springfield.

## Frisco Mechanic

### LOCAL No. 30—PITTSBURG, KANS.

WILLIAM CHANEY, Reporter

Business on the Frisco, both in freight and passenger traffic, is growing rapidly, according to recent reports, and the indications are for a return to normal conditions of a few months ago. The hauling of strawberries and other fruit has caused a big increase in the past few days. One hundred and nine car loads of berries passed through here in one day, recently.

Charles Cuthbertson and Charley Cox enjoyed a few days of camp life, "somewhere in Western Kansas," the latter part of May, and report a fine time.

George Reed spent the evening of June 5 in Girard, Kans.

### LOCAL No. 7—FT. SMITH, ARK.

LEE W. CAVINESS, Reporter

We are glad to report that many of our members have returned to work after having recovered from the "flu", and hope that all will be back in a short time.

The Ladies' Auxiliary entertained the members of Local No. 7 with a very enjoyable musicale and program on Friday evening, May 23. Home-made cake, ice cream and punch were served as refreshments, followed by a dance. This was the first of a series of entertainments the Auxiliary has planned for the summer to stimulate interest in the local, and all who attended say they had the best time ever.

J. Marion Smart, machinist, has a new Essex coupe.

E. W. Travis, night engine inspector, and his wife are spending their vacation with relatives in Kansas.

J. N. Coley, blacksmith, and his family spent Decoration Day with Mr. Coley's parents at Tulsa, Okla.

James Massey, machinist, has a new Chrysler touring car.

Wm. L. Cordell, coppersmith, has entered the general hospital at St. Louis for surgical treatment.

Harold Claypool, son of W. W. Claypool, general car foreman, Central di-

vision, has been employed as apprentice machinist. We are glad to have Harold as a fellow-worker and feel that he will make a success of his opportunity.

P. E. Scherry, machinist, had his tonsils removed the first part of June.

Luther Burns, machinist, has recovered from a recent illness and is back on the job.

M. I. Hall, boilermaker, is confined to his home account of illness.

M. L. Sexton, electrician, has been having quite a bit of sickness in his family, but all are much improved at present.

E. L. Recse, painter, car department, has purchased a new Buick sedan.

Ernest Oliver, who recently finished his apprenticeship at Springfield, has been employed as a machinist at Fort Smith.

Wm. McGee, tank truckman, has returned to work after a short absence.

L. B. Fortner, coppersmith, and the writer had fine luck on their first fishing trip of the season. Mr. B. O. Lane, of Dallas, Texas, was the third member of the party.

### LOCAL No. 20—HUGO, OKLA.

ORAY N. WRIGHT, Reporter

G. G. Ford has been in great spirit. He announced the arrival of R. E. Ford on May 6. Congratulations.

Another one of our local men has been keeping late hours. None other than Noah Fields, helper. He has a new radio.

James McAleer, store clerk, will leave soon for DeSmet, N. D., to join in the family reunion, this being the first reunion in several years.

Howard Amos, car man, is another to announce the arrival of a new girl at his home on May 6.

Members of Local No. 20 extend sympathy to W. E. Mathes, electrician, who just recently lost the greatest pal a man can have—his mother.

Lee Stephens, boilermaker, has been off for several nights so he can take in some of the fishing that has been going on.

Johnnie King has that long-looked-for automobile. It's a Durant and we don't seem to be able to locate Johnnie long enough to find out all about its merits.

J. A. Williams, helper, and family, made a non-stop run to Dallas this month to visit home folks.

J. O. Norris, car man, has been off for several days on account of sickness in the family.

Tom Tinsley, helper, is now supporting a new Durant Coupe.

Chester Cearly, Tom Tinsley, Johnnie King, H. G. Tittle and Lee Stephens were the gang who made the last fishing tour. All reported a good trip.

Mrs. G. S. Garrison, wife of general foreman, spent several days visiting folks in Monet.

W. B. Kelly, assistant foreman, is planning on a vacation.

J. H. Rees, carpenter, has already planned a big camping trip when his daughters, Misses Golden and Mary, arrive home from school for the summer.

C. C. Vassor, machinist at Tulsa, formerly apprentice here, gave us a surprise by dropping in on us, but we couldn't get him to stay long enough.

Local No. 20 had a special meeting May 17 and Mr. Eudy, of Fort Smith, was among the visitors who came down to give us a talk before going to Springfield on the advisory board, which met in May.

Carlie Potts, machinist, has not moved in a couple of months. We wonder what's the trouble.

H. A. White, stationary fireman, has been off for several days to try his luck at fishing.

J. W. Winfrey, stationary fireman, is

back after a visit with his son, who is in the State Hospital. Reports that he is getting along well and will be able to bring him home soon.

E. E. Holt, helper, has another car now.

With the summer coming on, we are afraid we will lose a great part of our colored section gang, for the fear they all want to go back home in Mississippi for vacations.

B. C. Tanner, blacksmith, will leave soon for Hattiesburg, Miss., to see the home folks.

H. L. Akridge, storeman, finally got rid of that Chevy of his and got a new Chevy roadster.

### LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Mr. and Mrs. Elbert Minor are rejoicing over the arrival of twin babies, a girl and a boy, born May 19, whom they have named Joy Anna and Roy Charles. Mr. Minor is blacksmith helper in the car department.

Chester A. (Red) Purcell is in the St. Louis hospital with a severe case of the flu. We wish for him a speedy recovery.

Geraldine Allen, sheet metal worker, underwent an operation for appendicitis at the general hospital here, recently. It was an emergency operation, but "Red" is doing nicely and will be out again soon.

T. E. Giddens, machine shop foreman, is sporting a new Oldsmobile sedan.

Charles Ethington, timekeeper in the general foreman's office, and Mrs. Ethington spent part of his vacation visiting friends and relatives in Altus, Oklahoma.

Quite a number from Enid are going to attend the Veteran's Picnic to be held in Springfield, beginning June 18.

C. P. Clark, sheet metal worker and president of our local, is on the sick list.

Calvin Clark, 12-year-old son of C. P. Clark, is spending his vacation visiting his grandmother in Okmulgee, Oklahoma.

Mrs. Ralph Savage has been quite ill recently with an attack of measles. Mr. Savage is a car department employee.

T. T. Basham, machinist helper, has resigned and is moving in a few days to Nebraska where he will engage in farming. We wish him success.

William Phillips, general foreman, is taking his vacation at this time to get in shape for the wheat rush. We are expecting the rush in July.

Mr. and Mrs. C. E. Allen of Corsicana, Texas, are visiting with Mr. and Mrs. Otis M. Cobb. Mr. Cobb is night air man.

Mrs. M. L. Graves and children, family of Mr. M. L. Graves, night foreman, are visiting with relatives in Marble Hill, Mo. They returned June 18.

### Water Service Notes

James Kelley, 5-year-old son of R. H. Kelley, water chemist, had the misfortune to break his leg in three places. The accident was caused by a fall on the sidewalk, but at this time he is able to be home.

Mr. B. V. Rogers, of Tilton, Ark., is visiting with his daughter, Mrs. C. T. Venable.

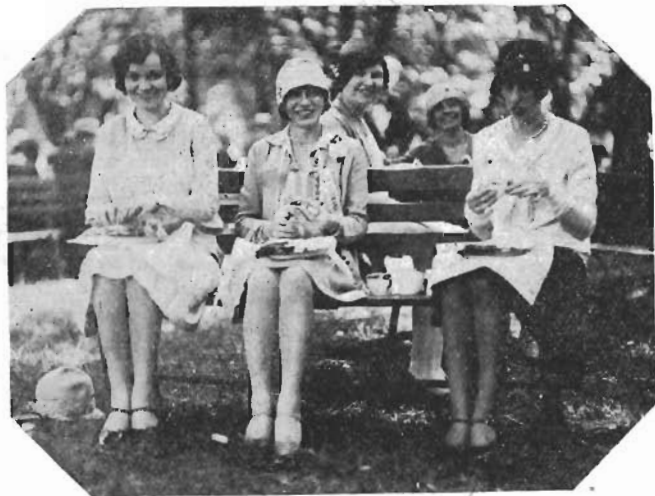
Mr. George Whitley and helper, E. L. Thomas, are decorating the passenger station with new guttering.

Arthur Haldaman and gang recently installed new well strainers at Dacoma, Okla., pump station.

Cleaning water tanks seems to be the order of the day.

Mr. Jack Lenox, water service foreman, is inspecting all pumping stations, to see that they are in first-class shape for the wheat rush.

We are hoping the big rain on June 2 and 3 in the vicinity of Latham, Kans., has eliminated hauling water there this summer.



## The Photog Visits the Veterans

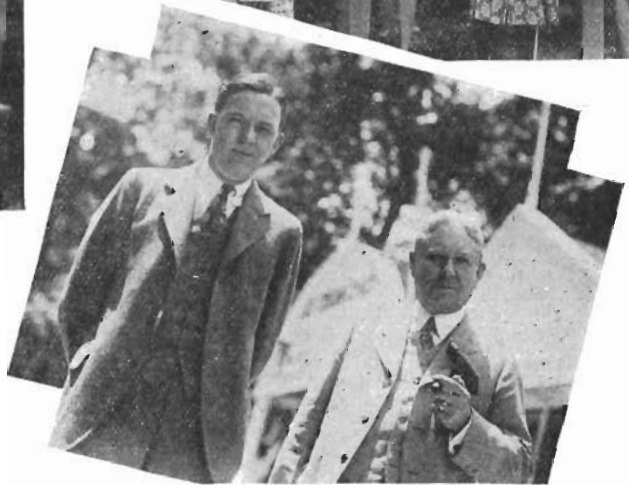
The three pictures across the top are of the barbecue: the first a typical scene, showing the guests seated with their plates of barbecued meats and trimmings; second, a group of the tables, showing the boys in white uniforms, serving the 1,700 guests; third picture, the dense lines formed and passing the tables.

Second row, first picture, winners of the horseshoe pitching contest, from left to right: J. H. Douglas, general agent, Joplin, first prize winner; E. Schumacker, guest, Kansas City, second prize; T. B. Whitehead, carpenter, west shops, Springfield, third prize, and F. G. Collar, storekeeper, Lindenwood shops, fourth winner.

Second: Mrs. A. Scrutchfield and young son enjoying the athletic events with Mrs. F. H. Shaffer.

Third picture: An action scene in the fifty-yard dash for men who weighed over 180 pounds. Spills were common occurrences.

Fourth picture: J. M. Warren, engineer of Shamrock, Okla., who entered most of the athletic events and carried



## Photographer Men's Barbecue Party

off three prizes. He is fifty-three years of age. The picture was made just after he had won the standing broad jump of ten feet.

Fifth picture: Winners in the fifty-yard dash, with men and women holding hands; left to right, Mrs. J. E. Pearson and M. B. Creigh, first winners and Mr. B. P. Crosby and daughter, Star, second winners.

Two lower pictures on left hand side: Upper, two vice-presidents, F. H. Hamilton and B. T. Wood, from St. Louis, who enjoyed every minute of the reunion. Lower picture: Girls of the general offices who attended the all-day picnic, from left to right, Charlene Willard, Eunice Morrow, Tiera Lester, Grace Jochum and Mildred Le Bolt.

Two photos in right hand corner, upper: Alfred Ball, secretary to President Kurn, and H. W. Hudgen, director of accident prevention, who posed for the photographer. Lower, "Uncle" Charley Baltzell on duty among the prizes, which were given in the athletic events.



## NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

We won't mention any names, but the following story is being told on one of our newlyweds. The young wife asked her husband to copy off a recipe which was being broadcast on the radio. He got mixed up with another station which was broadcasting the morning exercises and this is what he got: "Hands on hips, place one cup of flour on the shoulders, raise knees and depress toes and mix thoroughly on one-half cup of milk. Repeat this six times, inhale quickly one-half teaspoonful of baking powder, lower the legs and mash two hard-boiled eggs in a sieve, exhale breath naturally and sift into a bowl. Attention, lie flat on the floor and roll the white of an egg backward and forward until it comes to a boil. In ten minutes remove from the fire and rub smartly with a rough towel, breathe naturally, dress in warm flannels and serve with fish soup."

Charles A. Carner, who for several weeks has been on the third shift roundhouse clerk job, during the illness of Ray Caudle, has bid in the job permanently on account of the latter's death.

John W. Carner has been assigned to the position formerly held by Charles Carner, that of crew calling, 8 a. m. to 4 p. m.

Everett V. Bash, Dempsey Gildewell and Elmer T. Ross, all machinist apprentices, have been assigned to the roundhouse here to finish their time. They came from the west shops.

Roscoe Shumate, extra man, was the proud daddy of twins for only a few hours, as one of them died, the surviving one is doing fine and has been named Mack Steward.

Loma Abbott, hostler helper, claims the hard luck championship of the roundhouse force, all because thieves stripped his car of tires and took his lunch, then in a day or two he was stricken with the "flu" and lost sixteen days. Who can beat that?

Olan Bull, machinist, is sporting one of Henry's new model coaches.

C. H. Bergstrom, boilermaker foreman, has returned from Cleveland, Ohio, where he attended the 21st annual session of The American Boilermakers' Association.

Herman Andries, machinist, is at present spending two weeks at Claremore, Okla., where he is visiting home folks and friends.

A. H. Schaffitzel, firebuilder, recently spent several days in St. Louis. He also visited in Boonville and other places in the northern part of the state while he was away.

Mrs. Carl Teed is in Chicago and has been for some time at the bedside of a brother who is critically ill. Mr. Teed is on the third shift boiler force. Earnest Jackson, boilermaker, is stepping on the gas in a new Oakland sedan.

Death dealt us a heavy hand during the past month. J. E. McBride, machinist, lost his father, whose death occurred at the family home at Cabool. W. H. McBride, fireman on the Ozark division, is also a son of the deceased.

Emmett Sawyer, machinist, on air work, also lost his father, whose death occurred May 27.

J. L. Hillme, machinist, suffered the grievous loss of his mother, who died May 27. Sympathy of the roundhouse employees is extended to the bereaved ones.

Mr. and Mrs. Clarence Alsop are the proud parents of an eleven and one-half pound boy. The young giant has not as yet been named. Mr. Alsop is an extra man in the roundhouse.

Mr. and Mrs. H. D. Baker are also the proud parents of a bouncing boy. Mr. Baker is clerk to W. F. Brandt, general foreman.

W. F. Brandt, general foreman, had

the misfortune of having his car—a Studebaker sedan — badly damaged when it was hit by another car several days ago.

Cliff Keiser, night roundhouse foreman, took a few nights off and attended the Shriner's convention at Joplin. He reports a big time.

Edward Rouse, machinist on air work, has been off on account of illness for some time. During his absence Ben Stover has been transferred from the second to the first shift to take care of the air work.

WATER SERVICE DEPARTMENT  
SPRINGFIELD

CLAUDE HEREFORD, Reporter

Frank Lamar visited "down on the farm" near Hartsville, April 28.

J. S. Wood, water service foreman, has been "on the hop" the past month, having been looking after the pumping plants on the "high line", and fighting high water all over the division.

Wm. Marrs, has been crippling around with rheumatism, but has kept on the job. He has been out on the road to several points, mainly, Ash Grove, Ulrich and Lebanon.

C. W. Losey, with a force of men, has been installing new air compressors in the power house at the south side.

Mrs. Barker, wife of Jesse Barker, has about recovered from an illness of several weeks' duration.

Charles Robinson and Chancey Buckmaster made repairs on the tank valve at Strafford, Sunday, May 10.

Quite a force of extra help was required during the past month to take care of the large storm sewer in the north yards, in addition to the regular work.

Chancey Buckmaster and the writer recently completed the erection of a large self-supporting canopy over the lye vats in the coach paint shop at west side.

In last month's issue, George Hollman, reporter for the B&B paint gang, was wondering if the name of the good boat "you" and "me" meant that it was for the use of you and me. Just by the way of information, it is. Anytime you can prove to us that you can paddle a boat fifty feet without upsetting or land a four-inch perch without falling out, you may consider yourselves qualified to use our "you" and "me".

Our sympathies are extended to Geo. Hollman and Lloyd Acuff over their accident as noted in the column for the B&B paint gang. We are glad, however, that it was not more serious.

## EASTERN DIVISION PAINT GANGS

GEORGE HOLLMAN, Reporter

This column is being reported this month by Claude Hereford of the water service department, because of the inability of Mr. Hollman to use the quill, he having suffered the loss of the little finger on his right hand while trying to extricate Lloyd Acuff's foot from a motor car while on a trip painting switch targets between here and St. Louis. The accident occurred at Holman Station, May 14, and in addition to Mr. Hollman's injuries, Mr. Acuff suffered a severely sprained ankle and ligaments. However, we are glad to report both parties doing nicely, especially Lloyd, who returned to work June 11. George, though, will be off for some time yet.

With the foregoing explanation, no further apologies are needed for this column not being up to standard.

Charles Tranthum and Harry Suter have been burning the old paint off the switch targets and mail and water cranes over the entire division, pre-

paratory to repainting them with "Duco", which is a new wrinkle. The force which has been following them up and "ducoing" is composed of W. I. Foster, paint foreman and Marvin Gavisk, Ray Greathouse and Mr. Mathews.

During the absence of the gang from Springfield, "Daddy" Singer has been busy keeping up the work here. Anyway, the best way to keep "Daddy" happy is to keep him busy.

## CAR DEPARTMENT—MONETT, MO.

D. F. TOBIAS, Reporter

George Etter was sent to Aurora in place of T. M. Pannell, inspector, who is at the St. Louis hospital for a major operation.

Airbrake Man H. B. Harvey and wife made a trip to Paris, Texas, visiting relatives the last few days of May.

Some lose friends, others lose money and others lose weight. Sometimes the loss of one of these causes the loss of all three. Not long ago, Mrs. Kaufman, wife of our general foreman, was visiting in Springfield and paused to learn her weight on one of the machines posted along the street. She hung her purse on a convenient hook and, on leaving there, forgot the purse. Most fortunately, the purse was found by a former resident of Monett and returned to her by mail a few days later. Just a few weeks later the value of friends was again demonstrated when on a visit to her mother in Topeka, Kans., the purse was returned to her before she had discovered its loss.

Mrs. S. P. Walker died June 13th after a long illness and was buried June 15th. Funeral services were held at the Presbyterian Church in Monett. Long a resident of Monett, the many floral pieces bore witness to the many friends she left behind to mourn her loss.

R. G. Kaufman, our general foreman, regretfully signed his name on the dotted line and thereby added one more to the list of those injured during June. While descending the side ladder of a car in the freight yards, he slipped and fell to the ground. Prominent parts of his face attempted to stay the fall without success and for a week the bandages decorated his face like those of a football player.

The lure of the old fishin' hole drew Fred Walton out of town one day the latter part of May. This time he thoughtfully phoned his daughter not to let him forget his fishing license.

Only one little injury in the month of May. Earl Pinkley, blacksmith, unfortunately got a small cut on his hand, but lost no time other than that required to have it dressed. It had been so long a time since his last injury, we all thought him immune.

What fine strawberries this season! Efton Hagan brought this office a fine box and ye scribe ate them all.

Former Student Piecwork Checker C. P. Burnside is now working at North Side, Springfield. He also pays us a visit each time he comes home to see the children's mother.

By noon of Decoration Day all the roses and peonies had disappeared from our garden here at the office. No doubt, they all brightened the home of some mother or the graves of loved ones.

T. M. McMillen, coach foreman, returned to work in the latter part of May with a mile-wide smile. And we're all glad to have him back with us once more.

No joy in life equals the arrival of the first-born. Did you notice the smile on the face of J. E. Badger, May 27th? Ernie says the girl is handsomer than he is.

And from the northeast corner comes news of a daughter born to Yard Officer Sam Pinkley and wife on June 8th.

W. H. Gates, car repairer, lost several weeks account of an attack of asthma.

J. E. Proctor, car repairer, returned to work June 13th, after an illness of almost two months.

Fireman C. F. Davidson was off for several days the first period of June account of throat trouble.

## BRIDGE AND BUILDING DEPT. SPRINGFIELD, MO.

ARTHUR BUNCH, Reporter

Mr. Johnson and gang are doing repair work on bridges and buildings at Monett, Mo.

Mr. William Skyles and gang are repairing bridges on the Osceola sub.

Mr. Clyde Cunningham and gang are raising the station platform at Marshfield, Mo.

The hailstorm which recently happened at Cuba, Mo., badly damaged the roofs on the depot, freight house and the section house. It also broke several pieces of glass in the buildings. Roofing and glass were rushed to Cuba. Mr. Fred Watts and gang of St. Louis did the repair work.

Mr. J. P. Carter and gang are repairing bridges on the Clinton sub.

On account of high water in the Gasconade River, Sunday, June 10, Mr. Chas. Baron and some of his gang had to go to the Arlington bridge to fight drift.

Mrs. John McGill recently went to St. Louis to visit her husband, who is in the hospital slowly recovering from an operation.

Mrs. Hugh Nease spent several days visiting her father at Cabool, Mo., who has been sick for several weeks.

Leo Baron, son of Mr. Chas. Baron, was operated on June 13 at St. John's hospital and is getting along splendidly.

Mrs. J. F. Bunch spent several days visiting her daughter at Willow Springs.

## RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Pete Glidewell has been unable to be on the job as blacksmith the past month on account of rheumatics. We hope to see him limber up soon and be back in the shop.

John Guthrie, mule driver, has been on a vacation at St. Joseph, Mo., but has returned and is herding his mule through our shops at the south side in the usual manner.

Hugh Doran, tinshop helper, is at work after being absent for the past month, account of a severe attack of "flu".

We understand that the scale repair department will be moved to the reclamation plant in the near future. The traveling hoist, formerly used in the power plant at the reclamation plant, has been removed by the bridge steel gang and will be used in connection with the scale repair work.

Motor cars Nos. 2130 and 2131 are being given a general overhauling by mechanics at the reclamation plant. These cars are considered money savers for the company.

Freeman Wasson, painter, thought he was going to fatten up recently, his jaws were so plump and round. Then he changed his mind and decided it was the mumps that he had.

Fred Garland, who works in the valve department, had a severe siege of rheumatism that has kept him away from work the past month. We are glad to report him back on the job again.

The reclamation plant furnished three entrants to the Frisco men's red ball bunion derby from Billings to Springfield, June 2. All three finished and got a prize along with some pretty badly sore feet and sunburned backs.

Mrs. Frank Rotterman has been visiting the past month at Wichita and Coffeyville, Kans.

Frank Todd, painter, has been in Kansas City with his invalid mother for some time. Frank has another car now, an Oldsmobile coupe.

William Mattocks, machinist, Chas. Kelley, laborer, and Gene Harkness, machinist, have returned to work after being absent for some time.

Finch Littrell, woodworker, and Boyd Humble of the West Shop, were fishing near the Arkansas line for a couple of days. They reported the water too high to catch any fish very successfully, but secured a fair string, notwithstanding this one handicap.

Charles Spencer, blacksmith helper, was in Tulsa for a few days recently on business, and while there visited with some of his relatives.

Jess Minnick, machinist, Ernest Nobles, mule driver, and James E. Kellogg, machinist, spent a few days fishing in the Osage River. While there, Jess caught a queer-looking reptile which resembled somewhat a crocodile or water dog rather than a fish. He brought it back alive and kept it on exhibition for a few days before liberating it.

## WEST COACH AND PAINT SHOP SPRINGFIELD, MO.

FRANK SCHELLHARDT, Reporter

Jim Gilbreath, upholsterer foreman, spent a few days visiting in Chicago recently.

With the new city administration in force the coach department lost four men to the new police force. H. D. Lloyd and Oscar Lowe are patrolmen and Frank Pike and Edwin Smith are chasing down speeders.

Luther Rea, carpenter, who has been off for a few weeks on account of sickness, is back on the job again.

C. C. Caffee, carpenter apprentice, and wife, announce the arrival of a nine pound boy on May 10th.

J. R. Wagner, coach carpenter, has been off for the past two weeks harvesting a fine strawberry crop.

Harry Phillips, millman, and one of our best fishermen, recently took a trip to White River where he made a good catch, including one five pounder.

Roy Triplett, lead carpenter, has tried several new makes of cars in the past year. His latest buy is a Buick.

James Simmons, coach carpenter, has been off the job for the past month on account of a minor operation.

The accident prevention department conducted an interesting noon day meeting in the coach shop June 11th. Had with us the smiling and congenial assistant prevention director, Mr. Zan Claypool, who gave us a splendid talk. Come again, Zan, we like to hear you talk.

## MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

R. R. Holmes, engine inspector, is visiting at Monett, Mo.

Geo. Powell is acting engine inspector.

P. A. F. Engle, agent, is sporting a new Pontiac coupe.

F. E. Carter, caller, is now a full pledged Odd Fellow.

C. Philipps, caller, is sporting a new Chevrolet roadster.

Jim Mulky, hostler, who was taken to the hospital, is now greatly improved and should be able to resume duties shortly.

L. A. Chronister, machinist, has been transferred to Yale, Tenn.

Bernie Ritter, electrician, is filling a vacancy for 15 days at Oklahoma City.

Robt. Pritchford, hostler, made a trip to Springfield.

B. Andrews, coal chute man, has a new Essex coupe.

A. Beck, yardmaster, is now on his vacation, H. Stanley acting in his place.

E. Evans, engineer, is in the hospital at Springfield.

W. Jackson, switchman, is on the sick list.

## WEST TULSA, OKLAHOMA

E. F. BEATY, Reporter

Billy Doster and W. C. Timbrook attended the Frisco picnic at Sherman, Texas, May 30. They report a good time.

Mr. and Mrs. W. I. Miller are the proud parents of a nine pound boy, born May 27th.

The stork visited the home of Mr. and Mrs. C. E. Johnson, on May 24th, and left a seven and one-half pound girl.

Mr. R. B. Hollingsworth and family are spending a two weeks' vacation in Springfield, Mo., and vicinity.

We are very sorry to announce the death of Mrs. Kate Harris. Car inspectors, the Harris brothers, has the sympathy of Local No. 17.

Clay and Jim Nash have been transferred back to West Tulsa after working in Oklahoma City for some time.

Gid G. Gordon, mill man, is on the sick list at this writing.

Ed Sasser, car oiler, is in the St. Louis hospital at this writing.

S. S. Wilder, coach carpenter, was on the sick list several days last week.

Mrs. R. W. Lane, of Memphis, Tenn., is here visiting her brother, E. F. Beaty, car painter.

E. M. Hilton is back with us again, after working at Henryetta for the past 6 months.

John Powell, car carpenter, went fishing May 30th.

## WEST SHOP MECHANICAL NEWS SPRINGFIELD, MO.

A. C. SMITH, A. H. BISHOP, Reporters

Say, you should have seen the west shop boys come running in during the Frisco Red Ball race from Billings to Springfield. Jerry Corling can run as well as dance. He came in in third place.

We are glad to see Clarence Martin back at work after his long illness.

Jack Byrd is demonstrating to the world that a Chevrolet will stand the grind of one courtship. Jack is spending his Sundays at Cassville.

Hayden Campbell has moved his boarding place to 844 N. Main Ave. Hayden, you must pay your bills and not be on the move so much.

The large Sellers Wheel Lathe has been installed and is ready for operation. It is expected to greatly increase production.

G. E. Wheatley has purchased a new Essex. Says he don't like Studebakers.

Wade Fulbright had the misfortune to overturn his Dodge roadster at Mt. Vernon recently. Wade, you had better stay out of the hills.

We are glad to see Letus Drivers back to work after a week's illness.

Chas. Bell is dividing his time between chicken raising and repairing his Dodge.

We are glad to announce that during the wage parley, several West Shop men will be benefited by the increase in wages and reclassification.

Hal Ingram is deeply mourning the inundating of his land by the recent heavy rains, causing destruction to his crops.

Wish to announce that Ed. Grunberg, material supervisor, is still driving his 1922 model Dort touring car. The top is jagged and torn with age, leaving a southern exposure. Ed should get himself an Oldsmobile.

Ed Andelafte has purchased himself a new Studebaker Dictator. It is the only way Ed to get married.

Engines 183 and 187 are in the shops for rebuilding to compete with motor cars. When completed they will be as fine as any small engine on the road.

### NORTH BACK SHOPS SPRINGFIELD, MO.

ALEX WATT, Reporter

The north car yards are proud of two of its members, Chester Ferguson, and Les. J. Young, they being the winners, first and second, in the recent foot race from Billings to Springfield, thirty miles, and against a field of forty-eight runners.

Will Buler, north side painter, has returned from a fishing trip with his brother on White river and report a good catch.

S. F. Cooper, our system board member, is on the sick list at this writing.

Mrs. Alex Watt's brother, Lester Spears, and the latter's family, of Kansas City, visited the Watt family the week-end of June 10. While visiting here they motored to the old Spears' homestead in Polk County and were accompanied by the writer and his wife.

The Dodge car belonging to J. H. (Hope) Gilmore, car carpenter in north yards, was stolen June 12. The thieves ran it out in the country a few miles and set it afire and destroyed it.

Ray Scott, an employe of the north side blacksmith shop, and Mrs. Jennette Parker, of Memphis, were quietly married since our last report and have gone to housekeeping in his farm home six miles northwest of Springfield.

Walter B. Prophet, north-side sheet metal worker, has completed an addition to his residence that adds much to its appearance and comfort.

Leonard E. White announced the arrival of a baby girl, Martha Lee, May 22.

Mrs. Tom Leonard, wife of Floyd Leonard, sheet metal worker, has returned from Des Moines, Iowa, where she visited relatives.

Miss Callie Umluf, of Newburg, Mo., is visiting her sister, Mrs. J. H. Moore, wife of one of our north-side car carpenters.

Willie W. Tindell, secretary of local No. 1, has cancelled his order for a Ford and bought a Chevrolet coupe instead.

Edgar Barnes, leader of our Sunnyland quartet, and car carpenter, has taken a sixty days' leave of absence in an effort to regain his health. Here's hoping he will not be disappointed.

Fred Shankstin, shop foreman, was on White river June 10, entertaining a nephew from Philadelphia. They motored to Branson, Hollister and Forsyth and report a very enjoyable trip.

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

E. F. BEATY, Reporter

W. M. Dalton, electrician, has returned from the Frisco Hospital, St. Louis.

Charles J. Webber, water service man, has returned to work after spending forty-five days visiting in Colorado and California. Mr. Webber reports a good time.

Paul M. White, machinist, is the proud father of an eight-pound boy, Joseph Paul. It being the first boy in Paul's family, his father thinks he is about the best there is. Little Joe arrived May 27. Paul says Joe has already called him dad.

S. M. Ferguson, machinist, has been transferred to Memphis as back shop foreman there. We certainly are glad that Mr. Ferguson has a better job,

but we sure did hate to lose him here at Tulsa.

John and Tom Harris, car men, have returned from attending the funeral of their mother, Mrs. D. Harris. Mrs. Harris had made her home with Tom and John for some time but was visiting a son in Electia, Tex., when death came. Mrs. Harris was buried at Hobart, Okla. She was seventy-four years old.

W. E. Maxwell, blacksmith, has returned to work after an illness.

Four additional apprentices recently were given employment in the roundhouse and the machine shops.

William Thompson, machinist, has traded his Buick touring car for a new Dodge sedan. He has promised to take us riding.

### WEST SHOP NEWS

EDWARD KLINE, Reporter

Everybody has the vacation spirit. Miss Jessie Robbards, steno in the storeroom, spent Sunday, May 27, in Kansas City.

Wilson Mills, clerk, will spend his vacation in the west.

T. E. Boal, timekeeper, and wife, will visit Mr. Boal's stepmother, of Chicago, who has been touring Europe since April, 1927. Mr. Boal says he is going to Buda, Ill., his old home town, and see if the old swimming hole is still there.

Eddie Burch and his wife are taking a trip to the west this summer. Eddie is boiler gang foreman.

George Jarlett and Snipe Reddick took their wives and went up on big Sac river to spend their vacation.

A. C. Reeves, and his wife and his daughter are planning a trip to California. Mr. Reeves is general foreman.

Some more of our men have donned the blue uniform of the city police force. They are George Harp, blacksmith; L. L. Simons, boilermaker; R. L. Hutchins, watchman, and Frank Pike, E. C. Smith and Dorrell Lloyd, of the coach shop.

Harold King, machinist apprentice, has completed his time and returned to Ft. Scott.

Machinist apprentices E. V. Bash, E. T. Ross and Dempsey Glidewell have been transferred to the north roundhouse to complete their time.

Ralph Yates and his wife spent their vacation in Memphis.

Cecil Case and his wife are going to spend their vacation with Mr. Case's father and his mother at Jerico Springs, Mo.

Wilson Mills says California is calling him.

Russel Todd says he is going to have a big time in Tulsa.

Virgil Endicott says he is going to parts unknown to catch lots of fish.

Ed. Baker is going back to see where he lost the foot race.

Fred Rauch is going back to visit friends and relatives in Dayton and Springfield, Ohio.

### LOCAL No. 19, MEMPHIS, TENN. "Down in Dixie"

OTTO KETTMANN, Reporter

Well, we have moved and are settled in our new terminals. We are proud of this new place and as it is now the most important point on the Frisco we are going to make it a place that the Frisco always will be proud of.

Harry T. Kennamer, our division chairman, spent almost two weeks in Springfield with the system committee working on the agreement.

Sympathy was extended to W. H. Motes and family in the loss of their son.

The son of O. A. Craft, boilermaker, was operated on for appendicitis at the Methodist Hospital.

Erbert P. Coody, car man, is still ill at the Frisco Hospital, St. Louis.

N. C. Cooper was ill recently.

Burns Glass, the brother of J. L. and L. E. Glass, recently was operated on at the Baptist Hospital.

The sister of Robert Herr, machinist, has been seriously ill at St. Joseph Hospital.

When we moved to Yale, quite a few of the shopmen bought new homes close to the shops. Among those who have bought new homes are Urban Billings, boilermaker; Clyde T. Stansbury, painter; Pink W. Landers, machinist; D. P. Hendley, pipefitter, and Walter Shoup, machinist.

Those who did not buy new homes bought new cars. Walter Billings and Pinky Landers bought Chevrolets. M. O. Nelson, night assistant roundhouse foreman, bought a Hupmobile. George Ervin, night airman, bought a Ford.

How do you like our new transportation? You can travel by rail or bus to the Yale terminals.

We had the pleasure of initiating all the night men who were not members of the association. It will not be long before we can also boast of a one hundred per cent membership. At our last meeting of Local No. 19 we had one of the largest attendances that we ever had.

Sympathy was extended to Mr. and Mrs. W. D. Early in the loss of an infant daughter. W. D. Early is our treasurer.

William Bell, machinist, was operated on for appendicitis last month at the Frisco Hospital, St. Louis.

C. R. Fuller, pipefitter, has been confined to St. Joseph Hospital.

W. P. Pruett, blacksmith, has been appointed conductor of the lodge.

All the fishermen in the shop have been very lucky, but we have not awarded the prize to the winner of the largest catch, as it seems to be a tie between P. O. Scruggs, P. O. Woods, Stanley Woods, James W. Yates and a few more.

A thing done right today means less trouble tomorrow.

### MECHANICAL DEPARTMENT WICHITA, KANS.

JAS. N. HARGROVE, Reporter

H. L. McDivitt, car inspector, recently visited at Parsons, Kans.

We are very proud of the new cinder pit that has been completed at the roundhouse. We always appreciate such improvements.

B. G. Morgan, roundhouse foreman, has purchased an Essex coach.

Anda Vermillion, roadmaster for this division, died June 10. His death was caused from the injuries he received when he fell down the stairs at his office a few days before. The funeral was held the following Wednesday with a very large attendance which, with the beautiful floral offering, expressed the high esteem in which he was held by Frisco employees.

The Frisco had the honor of shipping the first load of new wheat into Wichita, thereby winning the annual contest. The cars were billed from Frederick, Okla., June 12, and arrived here June 14. The Rock Island won the 1927 contest for bringing in the first load of grain.

T. W. Tunnel, machinist, has resigned. We understand he may go to Portland, Ore.

Local No. 16 held its regular meeting June 5 with a good attendance. The membership per cent is gaining and this is a live local. J. L. Austin is president and L. M. Hitch, secretary.

R. H. Grimes, yardmaster, was on his vacation the last half of May, spending most of the time out on his little farm.

J. H. Horrocks, engine foreman, recently went to the Frisco Hospital in St. Louis for an operation. We all hope for him a very speedy recovery.

E. R. Johnson, switchman, spent

Decoration Day in Oklahoma, visiting relatives and friends.

Frank Lamb, brakeman, was off recently account his daughter being in the hospital.

Johnnie Ansbroe, freight trucker, is spending his vacation in Texas.

"Stormy" Stevens, engineer, is very proud of his new switch engine, No. 813.

#### LOCAL No. 24—AMORY, MISS. On the Frisco Route to Pensacola

EVERETT D. HANSEN, Reporter

F. L. George, second-class machinist, recently was off several days on account of an illness of one of his eyes.

H. P. Roby, locomotive inspector, recently spent several days at his father's home in Tennessee, where a reunion of the family was held.

O. B. Holmquist, air man, who had been ill, is again on the job.

W. T. Ritter, cab carpenter, his wife and their little daughter, Aleen, have returned from a visit in Texas.

J. C. Allen, storeroom clerk, recently was ill with the "flu".

Tola Harder, hostler, has his fishing pole and tackle all ready to go fishing as soon as it gets dry enough.

J. B. May, third-class machinist, was off three nights recently on account of sickness.

We have a new extra machinist helper, James Branam.

Homer Hudson, who was a machinist at this point in 1917, and his wife are visiting here.

We recently put on a new blacksmith, Mr. Davis, from Thayer, Mo.

"It won't be long now"—P-E-N-S-A-C-O-L-A.

#### LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

S. A. Montgomery, assistant roundhouse foreman, spent most of his vacation in the Ozarks.

I. E. Fuller, first-class machinist, and Walter Howard, third-class blacksmith, spent Decoration Day on Big Piney River. Their day's catch consisted of eight nice bream and one bass.

Otto Wyzard, third-class boilermaker, was called recently to Mountain Grove, Mo., on account of the death of his father. We extend our sympathy to the bereaved family.

Mrs. E. F. Fuller, wife of the second-class machinist, attended the Chiropractor's Convention at St. Joseph, Mo., June 3-4.

Len O. Cook has traded his "Twinkling Little Star" for an all American Oakland.

George J. Wissbaum, first-class machinist, recently underwent an operation for cancer of the lip at the Frisco Hospital, St. Louis. He is getting along well.

Mr. and Mrs. D. B. Ege, and son, Bobby, visited home folks at Marionville and Springfield recently.

Mr. and Mrs. C. H. Looney and son, Chesley, visited home folks at Campbell, Mo., recently.

C. Wilkenloh, engineer, is doing extra passenger work out of St. Louis.

Harry Warford, extra board engineer, underwent an operation for appendicitis recently. He is reported getting along well.

Harvey Wilson, passenger fireman, recently laid off on account of a severe case of lumbago.

#### LADIES' AUXILIARY, LOCAL No. 6 MONETT, MO.

MRS. L. D. AMOS and  
MRS. GEO. BOEDECKER, Reporters

This auxiliary met June 13 at the K. of C. hall. Mrs. Irl Williamson, president, talked on the benefits to be derived from the organization. Re-

freshments, consisting of strawberries, ice cream, cake and soda pop, were served to more than fifty members.

Mrs. S. P. Walker, wife of S. P. Walker, died June 13. The local extends its deep sympathy to Mr. Walker and family in their loss.

Mrs. Henry Gates, who recently went to Memphis for medical treatment, has returned home.

Emmitt Williams, J. C. Bridges and Leslie Amos, Frisco employes, and Jess King went to the White River fishing recently. They reported that fifteen pounds of fish were caught.

Fred, Jr., small son of Mr. and Mrs. Fred Bullington, was ill recently.

Mrs. J. N. Wood has returned home from Memphis where she visited her mother.

#### LOCAL No. 14—PENSACOLA, FLA. "Land of Sunshine and Flowers"

R. P. CARTER, Reporter

The membership here at Pensacola is happy in the thought that the first Frisco passenger train will soon be rolling into this terminal. We are told that the date set for her arrival will be June 28.

It is interesting to see large cargoes of bananas coming into this port. Business will surely pick up to a certain extent when our line is completed, enabling the Frisco to take care of all outgoing and incoming products destined to various sections of the world. The Frisco management, and all that had anything to do with the bringing about of this wonderful improvement of this great and growing railroad, certainly are deserving of the highest praise that can be accorded any group of men such as we are fortunate in having at the head of the Frisco.

W. D. Van Sickle, machinist; Bert E. Spillman, boilermaker; G. T. Payne, machinist; R. P. Carter, locomotive carpenter, and R. Malone, blacksmith, went gigging the night of June 8. They reported catching several flounders and about twenty pounds of other kinds of fish.

Several of the wives of Frisco shopmen took a swim recently in the bay about six o'clock in the morning.

Mr. and Mrs. R. Ross and W. D. Van Sickle spent June 10 visiting at McCullough, Ala.

#### LOCAL No. 15—OKLAHOMA CITY

E. W. GEE, Reporter

Frank Junkins, our general chairman, of Springfield, Mo., was with us June 11, and we held a special meeting that evening. Brother Junkins read the new agreement. The system committee is to be congratulated on the splendid work in our behalf.

The ladies of our local are planning to build a club house at Oklahoma City for use of the Frisco folks. They plan a building 40 x 80 feet, to contain a stage, kitchen, dressing rooms, etc. They are ready to start construction as soon as a suitable lot can be purchased. When Mrs. Moore gets behind anything it goes over, now let's everyone of us get with her and put this over big.

The shop crafts are planning a picnic to be held soon at Medicine Park. Watch for the date.

#### LOCAL No. 29—FT. SCOTT

ROY W. RECTOR, Reporter

Robert Penn, former call boy, has entered the shop as machinist apprentice.

Comer Sellers, who was employed at Thayer, Mo., has been transferred to here.

Mr. and Mrs. Charles Dwyer are the proud parents of a new baby boy.

Harold King, who began his apprenticeship here four years ago, completed the last six months of his time at the Springfield, Mo. west shop June 12.

Byron Gilliland boasts of a twenty-five pound catfish sent to him by the Frisco station agent at Bay Court.

Edward Emerson has purchased a new Oakland automobile.

Norman Miller and family, who are on vacation, decided to take the northern route to California. They expect to be gone a month.

L. C. Jackson has entered our shop as boilermaker apprentice.

Mr. and Mrs. Frank Barnett are the proud parents of a new baby girl.

Tom Mossman and John Stoops have moved their families from Neodesha to Ft. Scott. We are hoping that they will like our little city.

Cole Douglas has returned from a thirty days' vacation.

#### LOCAL No. 1—SPRINGFIELD, MO. "in the Heart of the Ozarks"

JACK STEWART, Reporter

Local No. 1, F. A. M. C. and C. D. E., met May 25 at their association hall, 1106 Boonville. This meeting was attended by a large crowd.

William C. Frost, oxweld foreman, is off from work on account of an accident he had in a car collision.

Hugh Doran is on the job again after being off several days on account of sickness.

A new oxweld cutting machine has been installed at the south shop. This machine proves to be very helpful.

Walter Delo, yard foreman, south shop, recently went with the local "Abou Ben Adhem" Shrine band to Joplin, where a ceremonial was held.

Mr. and Mrs. W. A. Stewart recently had as their guests, Mr. and Mrs. William Smith and family, of Memphis.

Horace Abernathy has got one of "Henry's New Creations." He says they sure are some cases.

Walter Thompson, son of J. W. Thompson, general foreman, south shop, was a member of the graduating class of Drury College. Mr. Thompson plans to enter Harvard University next fall.

Howard Mullins and party motored to Branson and Hollister, Mo., Sunday, June 10.

John Guthrie, south store room, recently spent a week visiting in St. Joseph, Mo.

Freeman Wasson has been off from work on account of sickness.

Mr. and Mrs. L. Davis announce the birth of a baby girl at their home.

Miss Helen Sanford, daughter of E. Sanford, south shop, was a member of the graduating class of Senior High School.

Frank Todd is driving an Oldsmobile. Says he likes it fine, especially the horn that he has on it.

Local No. 1 met June 8. This meeting was attended by a large crowd. Mr. Junkins, general chairman, read the new contract.

We want more ladies at these meetings.

John Brewer, south shop, recently ill.

The south shop was a victim of another flood June 5, when the Jordon River overflowed its banks sending about three inches across the shop yards.

J. E. Kelley and Jess Minnick, south shop mechanics, went fishing recently and returned with a reptile resembling a cross between a fish and a snake.

The animal created considerable attention around the shop.

Rodney Tierney, south shop mechanic, spent Decoration Day down in the White River country.

T. O. Chapman's Ford car was stolen recently, but was recovered soon by the police department.

W. Wilhite, one of our popular employes, is ill.



## SOUTHERN DIVISION

### FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

We have had so many changes in our immediate family you will hardly know us. As previously announced Mr. Buchanan and Mr. Crow went to Pensacola, Mr. McDonough succeeding Mr. Buchanan, and Ted H. Banister succeeding Mr. Crow as commercial agent. Edward E. Patton, chief rate clerk, was appointed soliciting freight agent, succeeding Mr. Banister, J. L. Scales, assistant rate clerk, succeeded Mr. Patton, and W. C. Hamilton, from the local office, succeeded Mr. Scales. We regretted very much to lose Mr. Buchanan and Mr. Crow, but wish them every success and happiness. Mr. McDonough and Mr. Banister will certainly receive the same loyal efforts on our part, and we hope they will like us.

As a token of our affection, the heads of the different departments in Memphis, with this office, presented to Mr. Buchanan a handsome desk set, and to Mr. Crow, a black and gold cigarette case with lighter to match.

Fortunately our own Mr. S. S. Butler was here and expressed for us the good wishes and sentiment we all felt, but could not convey in the delightful manner which is Mr. Butler's own.

Mr. Buchanan was further honored with a dinner given at the Hotel Gayoso, which was attended by about one hundred and twenty-five close friends, at which time he was presented with a very handsome white gold watch with platinum chain. Later and in a very informal manner, initial line and off line railroad representatives presented Mr. Buchanan with a wonderful golf bag and all the togs that go along with the game.

The AT&N have appointed Mr. Frank C. Johnson, Jr., commercial agent at Memphis and he is at present making headquarters with us.

The Greater Traffic Committee have outlined plans for a big picnic during the month.

Very handsomely engraved invitations have been issued by Alabama State Docks Commission, Mobile, Ala., to the formal opening of Alabama's new ocean terminals at Mobile, June 25.

I want in this way to express my appreciation for the thoughtfulness of my many friends at time of the automobile accident which resulted in the death of my little nephew, Jimmy Lewis, June 13. Such good friends are a treasure.

## BIRMINGHAM TERMINAL

MRS. NELLIE MCGOWEN, Reporter

Mr. and Mrs. M. H. Estep entertained at their lovely new home in Powderly on May 24, in honor of H. S. Gann, report clerk, and Miss Laura Greenough, stenographer, the occasion being

their birthday. We are unable to say how old they are, but one cake had sixteen candles on it, the other twenty-five.

After several contests, dancing was enjoyed until a late hour, after which a delicious ice course was served to about thirty guests.

Mildred Hughes, age eight, attractive little daughter of J. T. Hughes (better known as Bonnie Google), clerk in the mechanical department, won the prize given by the Kam Ram Grotto Circus held at the Municipal Auditorium recently, for the best fancy dancer, three nights in succession. The first night Mildred received a diamond ring, second an eight-piece toilet set and the third a mahogany mantel clock. Mildred is a very talented dancer, being a pupil of Miss Mary Mueller.

J. B. Tyler, roadmaster, seems to be having a lot of bad luck with his Studebaker sedan lately. During a heavy rain last week Mr. Tyler skidded off a very high embankment but fortunately was not injured, neither was his car badly damaged. A few days later someone backed into his car, damaging his fenders.

S. E. Thompson, B&B carpenter, accompanied by his wife, has gone to St. Louis hospital, where he is to undergo an operation.

Mrs. S. T. Maddox and son, wife and son of switchman, are visiting relatives in Roanoke, Ala.

Earnest Barnes, switchman, was called to Jasper recently, account death of a relative.

C. H. Stuteville, conductor and family, have returned from Evansville, Ind., where they accompanied the remains of Mr. Stuteville's father who died at the home of his son. Our sympathy is extended to the family.

D. M. Stanford, crossing flagman, is in St. Louis hospital, where he will undergo an operation. Mr. Stanford was accompanied there by his wife.

Mrs. J. A. Whitten, wife of chief clerk to superintendent terminals, has returned from Chattanooga, Tenn., where she went to attend the Baptist convention.

W. T. Souder, clerk, who has been absent from the office several days, account having his tonsils removed, is now in St. Louis hospital for further treatment. Sam has been on the sick list for some time and we trust he will soon be back with us feeling one hundred per cent.

Mrs. M. A. Jennings and son, Martin, Jr., wife and son of switchman, are visiting relatives in Opelika, Ala.

J. H. Reynolds, switchman, is visiting friends in Kissimmee, Fla.

Our sympathy is extended to Mrs. A. S. Cowan, wife of our special agent, in the death of her father which occurred recently.

J. H. Johnson, demurrage clerk, has returned from Cleveland, Ohio, where he went to attend the clerk's convention.

W. A. Drago, general yardmaster, is taking a two weeks' vacation.

J. H. Sudduth, crossing flagman, is ill in St. Louis hospital.

W. C. Walton, switchman, was called to the bedside of his mother who is critically ill in Abbottsville, N. C., recently.

Mrs. J. H. Bryan and son, wife and son of switchman, are visiting relatives in Manchester, Ga.

Marvin Darrah, train clerk, is away on his vacation. Understand Marvin is spending his vacation at home building a garage and a bee hive.

E. L. McAlister, agent at Ensley, and wife have returned from Cullman, Ala.

R. L. Brown, switchman, has resigned and left for New York City where he will reside in the future.

The flower garden recently started by E. T. Boyd, proprietor of our East Thomas Restaurant, is a thing of beauty. Sweet peas, poppies and other spring flowers are in full bloom. The garden is now called the "Oasis Garden," this name having been selected by Mr. W. L. Huggins from a number of others which were turned in by Frisco employes, for which Mr. Boyd offered a prize of \$10.00. Switchman Larson had the honor of turning in the name "Oasis."

Miss Mae Dudley, clerk in the mechanical department, has returned from a two weeks' vacation spent in Montgomery and Selma.

J. J. Connolly, trainmaster, who has been ill in St. Vincent hospital, is now able to be at home again. Trust that "Uncle John," as he is affectionately known to all, will soon be back on the job.

## STORES DEPARTMENT—MEMPHIS

HELEN GRIFFIN, Reporter

Miss Thelma Drashman, stenographer in timekeeper's office, was away May 17 and 18, account illness.

D. A. Riddle, store foreman, traded his Ford coupe for a sedan recently. J. J. Drashman, coach foreman, has a Star sedan in place of his Flint, and F. W. Wills, electrician, has a new Chevrolet sedan. They have fixed themselves all up for their ride to and from Yale every day.

J. V. Ware, assistant general car foreman, and Mrs. Ware are being congratulated on the arrival of a baby girl, June Margaret.

B. M. Henney, assistant chief clerk, and Everett Hansen, shop checker, were transferred to Yale May 27, with the opening of the shops there.

Miss Ruby Patton, stenographer, was away from the office account illness, June 6.

Our sympathy is extended Miss Josephine O'Brien, stenographer in master mechanic's office, in the loss of her sister, Mrs. Alice Gavin. Mrs. Gavin died at her home here May 29, and was buried May 31, in Calvary.

Everett Nixon, store helper, was unable to work June 12, due to illness.

Miss Thelma Drashman was slightly injured in an automobile accident near Miller, Miss., June 10, when a Ford collided with the Nash she was driving, causing her to go down an embankment.

## LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

Miss Dorothy Johnson, key punch operator, entered the St. Louis hospital May 18, to have her tonsils removed, returning to work May 28.

We are so glad that one of the boys from this office was assigned position of assistant rate clerk in executive general agent's office, W. C. Hamilton being the lucky one.

L. W. Tankersley, claim clerk, was off two days recently account illness; Mrs. Lelia Lenihan, steno-clerk, was off one, and Jimmie Carrigan, bill clerk, lost ten or twelve days for the same reason.

Sorry to hear of the death of Mrs. Lenihan's aunt in Chattanooga, Tenn., on May 21.

Miss Faye Barbee, stenographer, had two things to celebrate the latter part of May, the 26th was her birthday and the 29th her mother's and Dad's silver anniversary. She took a few days vacation then in order to be at home in Jonesboro.

We were sorry to hear of the death of Mrs. Alice O'Brien Gavin, sister of Mr. and Mrs. W. F. Corkery, and Miss Josephine O'Brien in the mechanical department.

Thomas Clinton Higginbotham, clerk an outbound platform, and Miss Bessie Leola Sivey, were married at the Court House in this city, at 3:00 p. m., May 30. Several of us have had the pleasure of meeting the young lady, as she and Tom attend all the Frisco entertainments. We wish them every happiness in their new life.

J. H. Norman, demurrage clerk, is still confined to his home, having been away from the office now more than a month. Mr. Norman is suffering from high blood pressure and heart trouble, but we are in hopes he will soon be able to return to work.

Leon Rohrbough has been placed on J. H. Norman's desk, and Lem H. Davis on Mr. Rohrbough's.

Miss Elma Wright, comptometer operator, together with a bunch of friends, enjoyed Decoration Day at Horse Shoe Lake, and also spent week-end of June 9 there.

Fred Keiffer was down to see us recently, and we were glad to see him even though he still has to use crutches.

Mr. and Mrs. H. S. Crothers are the proud parents of a baby girl, Marcia Louise, who arrived on May 31. Marcia Louise is the only girl, having three brothers, and to celebrate her arrival one of the boys had the mumps.

Mrs. Leon Rohrbough and daughter, Elsie, are now visiting Mr. and Mrs. J. E. Birch in Tulsa, Okla., and will visit in Oklahoma City before returning home.

Miss Louise Burns, comptometer operator, spent June 2 and 3 in Nashville, Tenn., with relatives.

Robt. J. Rotzinger, McBee binder operator, and Miss Cleo Faye Holt of Portland, Mo., were married in the Court House at Springfield, Mo., June 2. Our best wishes go to this young couple for every happiness.

Mrs. Lelia Lenihan spent Sunday, June 3, in Jonesboro, Ark., with her sister, Mrs. George Barbee.

Chester Tapley enjoyed a day with home folks in Jackson, Tenn., recently.

Sorry to hear of the illness of Mrs. J. F. Wright, wife of rate clerk. She is now at home after being in the Baptist hospital for over a week, but is still mighty sick. Surely hope she will soon be all right.

One of the boys on the outbound platform, Floyd Foster, had the misfortune of badly mashing several of his fingers a few days ago.

Sympathy is extended Miss Kate Massie, executive general agent's office, in the loss of her nephew, Jimmie Lewis, age 12 years, who was struck by an automobile and died a few hours later.

T. E. Bryant, cashier's clerk, enjoyed a whole day of fishing June 10, near Lepanto, Ark.

Mr. S. L. Oliver, in fact all Memphis local freight agents, were some busy during week of June 10, assisting with the Railroad Superintendents' Conven-

tion, which was held here June 12, 13, 14, and 15.

Harry Tapley, of Jackson, Tenn., brother of Chester Tapley, machine operator, is slowly improving from a very serious operation in the Baptist hospital here.

L. E. Thorpe, steno-clerk, returned June 13, from a 60-day leave of absence spent in Florida. While Mr. Thorpe was away he sprang one on us—he got married.

Douglas Lane, messenger, was called to Jasper, Ala., June 13, account of some member of his family drowning. We have not learned the particulars and at this time he has not returned.

Plans are under way for a barbecue and dance to be given soon by the Frisco Employees' Club.

The Greater Traffic Committee held their regular monthly meeting June 13, about thirty attending.

At this writing W. D. Welch, platform foreman, is unable to return to work, however, he is improving and we have hopes of his being back with us soon.

S. L. Oliver left for Niagara Falls night of June 16, to attend annual meeting of Freight Station Section, A. R. A., June 19 to 22, inclusive.

## DORA, ALABAMA

F. M. SCOTT, Reporter

Flim Myers, express messenger on the Sipsey run, and his wife and children recently motored to Montgomery, Ala., to visit relatives.

R. Connell and his wife and George Gaylor and his wife and son, George, Jr., recently drove to Verbena, Ala., Mr. Gaylor's home. Mr. and Mrs. Connell went on to Magnolia.

George Ives, engineer recently bid in the local run between Carbon Hill and Amory.

W. G. Connell, engineer has bid in the Cordova run. C. M. Hunt has bid in the Dora Hole job.

D. H. Lowery, brakeman, has bid in the Sipsey run and has moved to Dora.

M. C. Munn, fireman, and his wife and daughter recently visited relatives of Mrs. Munn at Pittsburgh, Penn., going from there to Philadelphia, New York and Washington.

Beechie Martin, section foreman, is the proud daddy of a baby boy.

E. L. Nerren and daughter recently visited Mr. Nerren's mother at Mercer, Tenn.

W. J. McMurrin and Oscar Clay, brakeman, recently were patients at the Frisco hospital in St. Louis for minor operations.

Beechie Martin recently relieved Louis Otts and M. P. Hillhouse of the Sipsey and Bergens sections account sickness.

The Samoset mine of the Pratt Fuel Corporation now is running coal.

Mrs. F. M. Scott and sons, Wallace and Roger, recently visited Mrs. Scott's home at Adamsville.

Wallace Scott, while visiting his grandmother, fell out of a swing breaking his left arm.

The good roads people have located a plant at Bergens for the unloading of asphalt out of tank cars. This asphalt is for the Bankhead Highway in Walker County.

F. M. Scott, operator, recently was off duty and visited his home at Adamsville, Ala.

## OFFICE OF SUPERINTENDENT TERMINALS—MEMPHIS, TENN.

JOHANNA WEINER, Reporter

The Yale terminals formally were opened May 27 when Memphis mechanical facilities and switch crews were moved to that point. Effective with that date all freight crews on the Tu-

pelo sub-division who originally ran into Memphis started working in and out of Yale. Effective June 1 all mechanical facilities and forces and all of our switch crews were moved from Harvard to Yale. Freight crews on the Memphis and Chaffee sub-divisions who previously worked in and out of Harvard were run through to Yale, working in and out of Yale. That date made a complete consolidation of Harvard and Memphis terminals at

## Why you must study if you want to get ahead

MODERN developments in railway science make it necessary for every railway employee to study his work if he desires to advance. Only the poorer places are open nowadays to the uneducated man. The old methods of "picking it up" no longer avail. Definite, systematic study is necessary to a mastery of railroading, and the men who realize this the quickest are the first to secure promotion. There is always room at the top for men of ability and special training.

It is universally recognized today that the best home-study courses for railroad men are those offered by the International Correspondence Schools. The big reason is that these courses are *practical*.

The instructors are men who have had long experience in both the practical and theoretical branches of railway work—men who have occupied important positions in the railway world and who have spent many years in gaining their knowledge of the business.

Mail coupon for booklet describing these  
Railroad Courses in detail  
Employees of this road will receive a Special Discount

### INTERNATIONAL CORRESPONDENCE SCHOOLS "The Universal University"

Box 8608-D, Scranton, Penna.

Without cost or obligation, please tell me how I can qualify for the position, or in the subject, before which I am marking X in the list below:

- |  |  |
|--|--|
| <input type="checkbox"/> Locomotive Engineer     | <input type="checkbox"/> Rate Clerk                                  |
| <input type="checkbox"/> Locomotive Fireman      | <input type="checkbox"/> Station Agent                               |
| <input type="checkbox"/> Air Brake Inspector     | <input type="checkbox"/> Good English                                |
| <input type="checkbox"/> Roundhouse Foreman      | <input type="checkbox"/> Bookkeeper                                  |
| <input type="checkbox"/> Trainman and Carman     | <input type="checkbox"/> Cost Accountant                             |
| <input type="checkbox"/> Electric Locomotive and | <input type="checkbox"/> Industrial Management                       |
| Train Operator                                   | <input type="checkbox"/> Executive Training                          |
| <input type="checkbox"/> Conductor               | <input type="checkbox"/> Stenographer and                            |
| <input type="checkbox"/> Machinist               | Typist   |
| <input type="checkbox"/> Boiler-maker            | <input type="checkbox"/> Secretarial Work                            |
| <input type="checkbox"/> Pipefitter              | <input type="checkbox"/> Good English                                |
| <input type="checkbox"/> Blacksmith              | <input type="checkbox"/> Telegraph Engineer                          |
| <input type="checkbox"/> Tinsmith                | <input type="checkbox"/> Practical Telephony                         |
| <input type="checkbox"/> Coppersmith             | <input type="checkbox"/> Diesel Engines                              |
| <input type="checkbox"/> Electrician             | <input type="checkbox"/> Gas Engines                                 |
| <input type="checkbox"/> Toolmaker               | <input type="checkbox"/> Airplane Engines                            |
| <input type="checkbox"/> Painter                 | <input type="checkbox"/> Plumber                                     |
| <input type="checkbox"/> Carpenter               | <input type="checkbox"/> Roundhouse Machinist                        |
| <input type="checkbox"/> Apprentice Training     | <input type="checkbox"/> Common School Branches                      |
| <input type="checkbox"/> Railroad Construction   | <input type="checkbox"/> High School Subjects                        |
| <input type="checkbox"/> Civil Engineer          | <input type="checkbox"/> Car Repairer                                |
| <input type="checkbox"/> Bridge Building         | <input type="checkbox"/> Car Inspector                               |
| <input type="checkbox"/> Concrete Work           | <input type="checkbox"/> Mechanical Drawing                          |
| <input type="checkbox"/> Architects' Blueprints  | <input type="checkbox"/> Surveyor <input type="checkbox"/> Chemistry |
| <input type="checkbox"/> Structural Engineer     | <input type="checkbox"/> Business Correspondence                     |
|  | <input type="checkbox"/> Personnel Management                        |

Name.....

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

Street Address.....

City..... State.....

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada

Yale. In addition to this quite a number of yard clerks in Harvard and Memphis were transferred with their positions to Yale. The superintendent of terminal's office and the master mechanic's office with their forces will move to Yale some time the latter part of July or first of August.

We were proud to learn that Roy Farrar has been elected commander of the new Memphis chapter of the Disabled American Veterans of the World War. Mr. Farrar is employed as yard clerk at the Ford plant.

Mrs. Sam J. Allen, wife of the clerk, is visiting friends at Tupelo, Miss.

Miss Alice Markham, daughter of H. A. Markham, interchange clerk, was among the 1928 graduates of St. Agnes Academy, Memphis. Graduation exercises were held at St. Peter's Church May 27. Miss Markham, who was an honor student, was appointed class historian for the entire high school session. Miss Markham also distinguished herself by receiving highest honors in class in an essay on the subject "Why Religion is Necessary to All Nations".

Five new names have been added to the terminal payroll. Paul Durff, W. Hanger, Howard Doyle, Frank Wilkinson and M. O. Brode have been added to the force in the capacity of messengers between Yale and Memphis.

The annual convention of the American Association of Railroad Superintendents, held at Hotel Peabody, Memphis, from June 12 to 15 inclusive, was well attended. Memphis committees were very active and host and hostesses were tireless in their efforts toward entertainment. It is felt by all concerned that the affair was a huge success. The Frisco was represented by superintendents E. E. McGuire, R. B. Butler, J. A. Moran, S. J. Frazier, E. L. Magers, O. L. Young and J. W. Skaggs, and assistant superintendents H. E. Gabriel, C. K. Sims, H. R. Wade and L. B. Clary. Mesdames E. L. Magers, C. K. Sims, H. E. Gabriel and S. J. Frazier also attended the convention. Messrs. E. E. McGuire, R. B. Butler, H. E. Gabriel and S. L. Oliver were on the committee of arrangements and the reception committee. Quite a few of our people at Memphis attended the various entertainments.

#### JONESBORO, ARK. TICKET OFFICE

CARL YARBROUGH, Reporter

It is with much sorrow and regret that we report the death on June 4, of R. J. Slagle, agent-yardmaster, Jonesboro.

F. W. Hopkins, extra operator, is relieving C. W. Yarbrough, who is acting agent until regular agent is appointed.

W. H. Millinder, day engine foreman, laid off recently account serious illness of Mrs. Millinder.

C. E. Scott, H. C. Fryar, R. S. Harrison, A. W. Lawson, J. D. Hayes, J. L. Hackett and C. H. Howell, clerks, went on a fishing trip on the St. Francis river May 30.

R. S. Bailey, switchman, recently enjoyed a few days' vacation near West Plains and Thayer.

#### OFFICE OF TERMINAL ACCOUNTANT BIRMINGHAM, ALA.

EUNICE O. HAGERMAN, Reporter

E. T. Boyd's flower garden, which has been very fittingly named "Oasis Garden," is at it's best right now, with roses, poppies, gladiolus and sweet peas in bloom.

Ferrell Ambrose has been assigned to the position of completion report clerk, vice J. P. Briggs. Mr. Ambrose (Jack) was formerly in the office of the division accountant at Enid, Okla.

Mrs. H. S. Coleman journeyed to Springfield, Mo., recently to attend the wedding of Miss Juanita Barrett and Mr. Lyle Davis, of that city.

George Dunlap is planning a trip to Springfield and Jack Ambrose is to visit Pensacola.

#### FRISCO FREIGHT HOUSE BIRMINGHAM, ALA.

A. C. HANSON, Reporter

Mrs. F. M. Packard, wife of the chief clerk, spent her vacation among relatives and friends at Memphis during June.

R. A. Allen, belt accountant, has been assigned to the position of station accountant temporarily, due to the illness of W. W. Johnson.

A. F. Pryor, demurrage clerk, has been assigned to the position of assistant accountant of belt and Frisco accounts at the freight house.

Mrs. J. J. Perego, wife of the rate clerk, recently visited relatives in Corinth, Miss., and in Memphis.

Miss Camie Adkins, expense clerk, is making hurried preparation for an extensive vacation in the western cities of Frisco territory.

C. E. Silleman, warehouseman, has approached the brink of fame as housekeeper at the freight house by his efficient cleaning and scrubbing of the freight house floors twice each month.

Mrs. Pauline Burt, report clerk, reports a wonderful improvement in the condition of her daughter, who has been out West for her health for several months. All employees wish her a speedy return to Birmingham.

J. T. Hatcher and I. E. Thomas of the freight house, have again contracted the automobile fever, although it has been only a year since they bought new automobiles. They have been quite popular among the various salesmen.

#### OFFICE OF SUPERINTENDENT MEMPHIS, TENN.

MARY BUHLER, Reporter

Lena Cagle, chief telephone operator, and Gertrude Willis, of the mechanical department, left on June 3 for an extended vacation in California. They will visit San Francisco, Los Angeles and San Diego, and will be absent approximately six weeks.

We are glad to have Katherine Surles, our comptometer operator, back with us permanently after an absence of two months, due to reduction in force.

The transportation department extends sympathy to the family of R. J. Slagle, who was agent at Jonesboro. Mr. Slagle died June 4.

The superintendent's office enjoyed a short visit from L. S. Brophy, of Amory, Miss., June 8.

H. F. Hastings is back in the office looking and feeling fine, after undergoing a tonsil operation at the Frisco Hospital, St. Louis, recently.

C. M. Scott, assistant engineer, his wife and their daughter visited in Springfield, Mo., May 26 and 27.

S. L. Williams, formerly employed as timekeeper in this office, dropped in June 7, to bid his friends good bye, stating he had accepted a position with the United Fruit Company in South America.

Curtis Blackwell has been assigned permanently to position of file clerk.

#### NORTHERN DIVISION

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

DAVID H. TODD, Reporter

The office gave a big charivari at the home of the newlyweds, Franklin Malcolm and his wife, the night of June 1. He was presented with a nice linen table cloth and napkins. They were agreeably surprised owing to the fact that they thought we had forgotten all about it.

Among the new arrivals to the Frisco family is a daughter, Shirley Ann, born to Mr. and Mrs. Clarence M. Tarp, May 21. Mother and daughter are reported as doing nicely.

During her illness Fanchon Johnson is being relieved by Norma Embeck.

Irene Barbee is spending her vacation at home. Margaret Beckett is substituting in her absence.

Solomon Botwinik, who severed his connections with the Frisco about two years ago to attend a dental college, is working extra in the place of John Heisler, who resigned recently.

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

D. H. SWINDELL, Reporter

On May 24 fire broke out in the building housing the Pullman Company offices and company garages at the coach yards, destroying a Ford roadster belonging to Sam Grennegar.

#### CITY ICE COMPANY

Kansas City, Mo.

WHOLESALE—RETAIL

"Year 'Round Service"

#### FILL YOUR HOSPITAL PRESCRIPTIONS The PRICHARD-BLATCHLEY DRUG COMPANY

The Rexall Store  
S. W. Cor. Main & Wall Phone 170  
FT. SCOTT, KANS.

Out of the night comes dawn,  
Out of sympathy comes service.

#### Mrs. C. L. Forster, Funeral Home

No. 918-920 Brooklyn Ave.  
KANSAS CITY, MO. Benton 0336

#### KANSAS UTILITIES CO.

"The Gas and Electric Store"

FRIGIDAIRE WASHERS

GAS RANGES

Ft. Scott, Kans.

Visit With

G. R. HUGHES  
12 South Main  
Ft. Scott, Kan.

#### CLOTHING AND SHOES

Your Charge Account  
Greatly Appreciated

and practically destroying an Essex sedan belonging to the writer.

F. E. Morgan, assistant superintendent of terminals, spent the week of June 4, vacationing in the Ozarks.

B. E. Simmons and family, S. E. Burkett and family and C. C. Phillips and wife spent Sunday, June 10, at Sunshine Lake. Evidently Phillips had pretty good luck as I understand he held a fish fry at his home Monday evening and called in all the neighbors.

H. J. Hoke and wife spent June 2 and 3, visiting relatives at Parsons, Kan.

We are indeed sorry to report that Addis A. Wise, who has been a yard clerk in Kansas City for the past five years, has suffered a complete loss of eyesight.

Henry Spencer, chief caller, is sporting a new Star coach. Henry had it parked out in front of his house the other evening and some one borrowed his new spare tire and forgot to bring it back.

J. W. Skaggs, superintendent terminals, Birmingham, and O. L. Young, superintendent terminals, Tulsa, both formerly at Kansas City, were visitors in this office Sunday, June 17.

#### OFFICE DIVISION ACCOUNTANT FORT SCOTT, KANS.

DOROTHY WORKING, Reporter

Mr. and Mrs. Walter Roush recently spent several days visiting relatives and friends at Kansas City and Topeka.

Phil Briggs, recently transferred to the division accountant's office at Birmingham, Ala., has returned to this office to accept the position of assistant bill and voucher clerk. We are mighty glad to have Phil back with us.

Bill Jones, shop accountant, spent May 30 at Rockaway Beach, Mo.

Harold Farris, completion report clerk, visited friends at Ft. Smith, Ark., early in June.

Mrs. Harold Mitchell, wife of the general clerk, has recovered from an attack of the mumps.

Our deepest sympathy is expressed for the relatives of A. Vermillion, roadmaster at Wichita, Kans., who passed away recently.

Oscar Nelson, completion report clerk, has spent most of his week-ends in Springfield, Mo., visiting his family since he has been employed at Fort Scott.

Misses Margaret Hendrick, Gladys Roth and ye scribe drove to Springfield, Mo., May 30 in Gladys' Buick.

Mr. and Mrs. L. W. Pipkin drove to Kansas City, Mo., June 14 to attend the wedding of Mr. Pipkin's brother, Frank. The wedding took place at Linwood Boulevard Methodist Church June 16. Mr. Pipkin was best man for his brother.

Charlie Long, general clerk, recently was in the Frisco Hospital, St. Louis, for a tonsil operation.

We hope Oscar Nelson has a wonderful time on his vacation, which started June 21.

Joe Jarboe, rodman, spent his vacation visiting various points in the West. Joe says he had a marvelous time.

J. O. Armstrong, assistant division engineer, and family spent their vacation visiting relatives in Iowa. We are sorry his baby daughter had to get the mumps while up there.

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

H. F. SHIVERS, Reporter

James Brown, car inspector, nineteenth Street is still off account of illness.

J. R. Parrish, who has been ill with the flu, is on the job again.

V. K. Pack is back from the Frisco Hospital, St. Louis, where he underwent a major operation.

T. Kaiser has returned to work after a short illness with the mumps.

Mr. and Mrs. E. K. Caldwell and baby spent a few days recently with Mr. and Mrs. H. L. Johnson. Mr. Caldwell is chief clerk in the office of the superintendent of car repair bills, Springfield, Mo.

Miss Catherine Welsh, stenographer in this office, spent Sunday, May 27, in Springfield, visiting her parents and relatives.

The Allied Railroads picnic was held June 16 at Fairmount Park. Plans for a Frisco picnic were made but account of the unsettled weather only a part of those who had planned to participate took their lunch and ate at the Park. Everyone reported a good time regardless of the high wind and rain that came up the latter part of the evening.

The night men's picnic was held at Swope Park June 12. All the girls from this office attended the picnic and reported a grand time and plenty to eat. J. D. Knox, general foreman of the locomotive department, we hear, won the prize for being the most nearly perfect specimen of manly beauty.

A large section of the roof on the old roundhouse was blown off in a storm recently. Several of the men working in the old roundhouse at that time took refuge in the fire boxes of the locomotives.

H. D. Gibbons, air brake man, is back from the Frisco Hospital, St. Louis, where he had his tonsils removed.

C. J. Turner, night roundhouse foreman, is the owner of a new Nash sedan.

#### Card of Thanks

"We wish to express our heartfelt thanks to the car department employees for their kindness, sympathy, and beautiful floral offering extended us at the death of our beloved husband and father. We shall long remember their kindness.

(Signed) Mrs. Cleo Stuart & Sons."

#### TRANSPORTATION DEPARTMENT NORTHERN DIVISION FORT SCOTT, KAN.

MISS GLADYS ROTH, Reporter

R. H. Hubbard, trainmaster, and wife spent June 4 at Lawrence, Kan., where their son, Jacob, has been attending Kansas University and at which time he received his diploma.

Miss Teresa Bayless, stenographer in the Assistant superintendent's office, spent a few days in Kansas City the first part of June.

C. E. Marksberry, chief caller, and wife spent June 3 in Joplin visiting relatives.

W. I. Klipp, dispatcher was off during the week of June 12 during which time he entertained boyhood friends, Dr. Robert B. Greer and John B. Greer, of Butler, Pa., whom he had not seen for twenty-seven years.

E. R. Schumaker, 691 clerk, and wife visited at Marshalltown, Ia., and other points in Iowa and points in Missouri during Earl's vacation early in June.

E. L. Wood, general yardmaster, and wife enjoyed a fishing trip in Wisconsin and also visited relatives and friends in Nebraska during the latter part of June.

Miss Alice Hogan, telephone operator, is enjoying a month's vacation visiting in California. She is being relieved by Mrs. Rose Blair.

L. B. Clary, assistant superintendent, attended the superintendents' convention at Memphis during the week of June 10.

J. F. Lee, dispatcher, and wife, and Mrs. A. P. Parks, wife of the early

# Pipe Smoker Lured By Aroma of Fellow Smoker's Tobacco

Many a man has flirted with the belle of a fancy dress ball, only to find, when the time came to unmask, that he had been attracted by his own wife. The same thing can happen in the case of a man's favorite smoking tobacco. In fact, it has. Read the following letter:

Boston, Mass.,  
April 21, 1927

Larus & Bro. Co.,  
Richmond, Va.

Gentlemen:

This morning I had a smoking adventure worth recording.

Next to me in the smoking car a gentleman was puffing his pipe contentedly. I was not smoking at the moment, and the aroma of his tobacco intrigued me exceedingly. For twelve years I had smoked Edgeworth without being tempted by any other brand, but the fragrance emanating from the pipe of the gentleman beside me was so agreeable that I could not resist the temptation to speak of it.

"That is wonderfully fragrant tobacco you have there," I remarked. "Would you mind telling me the name of it?"

"It is Edgeworth," he answered.

We then congratulated each other upon our mutual good taste, and I decided that I would continue to use his brand and mine.

Sincerely yours,  
S. H.

Somehow, really good things have that quality—they're better than ever when you discover them for the second time.



To those who have never tried Edgeworth, we make this offer:

Let us send you free samples of Edgeworth so that you may put it to the pipe test. If you like the samples, you'll like Edgeworth wherever and whenever you buy it, for it never changes in quality.

Write your name and address to Larus & Brother Company, 27 S. 21st Street, Richmond, Va.

Edgeworth is sold in various sizes to suit the needs and means of all purchasers. Both Edgeworth Plug-Slice and Edgeworth Ready-Rubbed are packed in small, pocket-size packages, in handsome humidor holding a pound, and also in several handy in-between sizes.

[On your radio—tune in on WRVA, Richmond, Va.—the Edgeworth Station, Wave Length 254.1 meters. Frequency 1180 kilocycles]

night wire chief, were in Kansas City to view the G. O. P. parade.

B. R. Tate, former train dispatcher, was in Ft. Scott recently visiting friends and moving his family to Del Rio, Tex., where Mr. Tate is employed.

T. M. Cooper, switchman, and wife are spending July in Los Angeles, Cal., visiting their son, Glenn Cooper, and family. Glenn was formerly employed with the Frisco at Chaffee, Mo.

H. C. Shipp, conductor, and wife spent June in Colorado.

E. E. Swafford, wire chief, spent a few days during June in Kansas City.

We wish to extend our sincere sympathy to Mrs. A. Vermillion and family in the loss of their husband and father.

C. T. Reeder, timekeeper, enjoyed a two week's vacation during June.

Bill Hughes, office boy, who has been quite ill with mumps is reported some better. Hurry up, Bill, and get over them, we all have them sometime during life.

Chester Fulton, who has been working as clerk to the assistant superintendent at Neodesha is back with us.

Jack Dalton, secretary to the superintendent, spent June 17 in Springfield visiting friends.

Joe Jarbo spent his vacation in the East. Joe is one of our rod men.

Well, the strawberry season seems to be over. According to our count we handled through Ft. Scott a total of more than 1,500 cars of berries.

#### AURORA—GREENFIELD, MO. BRANCH

B. P. RAMEY, Reporter

The guy that wrote the song, "It Ain't Going to Rain No More," surely never did live in the Ozarks, especially in this part, for that is about all it does, rain day in and day out.

Troy Pannell, car man, has returned from the Frisco Hospital, St. Louis. Everyone here is glad to see him back with us.

J. Freeman Wilson, ticket cashier, is all smiles. The cause: he is granddad to a big girl.

Charles Gardner, traveling signal maintainer on the River division recently was back here for a few days looking after his interests in the strawberry crop.

Everyone is glad to see Cass Vinyard, section laborer, back on the job after being confined to the hospital for thirty days.

Clifford Woodfill, formerly helper to the signal maintainer, this station, has accepted the regular position as signal maintainer at Nichols, Mo.

Peter Smith, messenger, Greenfield branch run, passed away June 4 while receiving treatment in the company hospital at Springfield. Everyone here mourns the death of Mr. Smith as he

was well liked by all who had any association with him. Boyce Berry, extra messenger, is protecting the run. Fred Reynolds, express messenger, recently visited his mother, Mrs. J. N. Reynolds.

#### YARD OFFICE—FORT SCOTT

CHARLES E. MARKSBURY, Reporter

W. G. Bicknell, foreman, 8 A. M. yard crew, has purchased a new Oldsmobile sedan.

James Frye, caller, recently was in St. Louis at the bedside of his brother-in-law who was ill.

R. O. Betts, foreman, 4 P. M. yard crew, and family left June 16 for a trip to Canada and the East.

James Collins, brakeman on the Ash Grove sub, has purchased a new Oldsmobile coach.

C. E. Marksbury, chief caller, and family spent June 3 visiting relatives in Joplin.

E. Van Dyke, extra passenger conductor, is running on 117 and 118, relieving Harry Shipp, who is in the hospital.

A. R. Blackmore, brakeman, has returned to work after an illness.

Charles Chumlea and Harry "Buck" Dever, ex-callers, had quite an experience on a recent fishing trip. After they had set their lines and made ready for a night's fishing a heavy rain fell and the river raised so fast they were unable to get away and had to stay in a tree for several hours. The water raised to within a foot of the top of their car and they lost their boat and all of their equipment, but considered themselves lucky to get out alive.

Mrs. C. A. Leverich, wife of the brakeman, is spending the summer in California visiting relatives and friends.

J. L. Nelson, conductor, has purchased a new Chevrolet sedan.

E. L. Wood, general yardmaster, is on his vacation and is visiting relatives and friends in Nebraska.

H. T. Newcomb, night yardmaster, is working the general yardmaster's position relieving E. L. Wood.

G. E. Toner, foreman, is working as assistant night yardmaster filling the vacancy created by Newcomb taking the day yard.

H. M. Gilpin, switchman, has purchased a new Durant coach. He was waiting for one of Henry's products but decided he didn't care to wait any longer.

G. L. Swearingen, switchman, and wife, spent June 17 with their son, Ed, at Joplin.

Clarence Jones, chief yard clerk, is getting to be a class A frog catcher. He has made several good catches recently.

#### RIVER DIVISION

##### CAPE GIRARDEAU, MISSOURI

INEZ LAIL, Reporter

General Agent J. T. Hulehan, attended the Rotary Convention held at Kirksville, Mo., during the early part of May.

Alonzo Foreman, bill clerk, attended the Tri-annual Convention of the clerks held at Columbus, Ohio, during the latter part of May.

Mrs. J. F. Neal, wife of ticket agent, is seriously ill at the Southeast Missouri hospital in this city. Mr. and Mrs. Neal were returning from a trip to Louisiana and Texas points when Mrs. Neal became ill and had to be rushed home. We sincerely wish her a speedy recovery.

The steel work on the bridge being erected over the river at this point was completed June 15. It is now thought that the bridge will be completed the latter part of August and not later than September 1.

Joe Schumer spent the week end recently in Crystal City visiting his daughter, Mrs. R. W. Nichols.

Chas. Deen, switchman, and daughter, have left for Albuquerque, N. M., where they will spend sometime for the benefit of Miss Deen's health.

Edgar Willer and family spent a week end in Illinois visiting Mrs. Willer's parents.

James Curry is a new member of our force, having bid in one of the positions here.

##### OFFICE OF DIVISION ACCOUNTANT—CHAFFEE, MO.

ILA COOK, Reporter

E. C. Heard and family are spending their vacation in Chicago and other Illinois points.

Miss Esther Rigdon spent June 3 visiting friends at Festus, Missouri.

Misses Irene and Esther Rigdon, Anna Guethle, Belle Kinne, Ila Cook, Mrs. Cyrus Stephens and son Ralph motored to Poplar Bluff for the week-end of May 26.

Mr. and Mrs. Erwin Reimer spent June 3 with relatives in St. Louis.

Our sympathy is extended, to J. F. Neal, ticket agent at Cape Girardeau, and family in the loss of Mrs. Neal, June 7.

Miss Leona Patterson, daughter of W. N. Patterson, roadmaster at Enid, is the guest of Miss Colleen Hobbs.

Cy Stephens would like someone to come to his rescue and tell him if he is driving a Dodge or a Chrysler since the Chrysler company has purchased the Dodge.

Miss Jean Stotts, of Springfield, is the guest of Mr. and Mrs. H. H. Mc-

## The Carbon Coal Co.

PITTSBURG, KANS.



MINES ON THE FRISCO AT  
SCAMMON, KANSAS

## Crowe Coal Company

General Office: Dwight Building  
KANSAS CITY, MISSOURI

### MINERS AND SHIPPERS

Mines Located at Mulberry and Scammon, Kansas, and  
Henryetta, Oklahoma, on the line of the  
St. Louis-San Francisco Ry. Co.

Garvey. Miss Jean is a sister of Mrs. McGarvey.

Miss Evelyn Sutton, of Sikeston, Mo., Arthur Moore of Malden, Mo., were the guests of Miss Ila Cook June 3.

You do not have to ask why H. H. McGarvey is smiling so broadly these days, because he has a new Chevrolet coach.

We have lost another of our girls in the sea of matrimony. Miss Eva Wray has resigned as secretary to roadmasters to accept a lifetime job of washing dishes for J. Maple Wilson.

#### Trainmaster's Office

Mrs. Tony Miller is spending a month in Los Angeles as a delegate to the convention of the Auxiliary of the Trainmen. Otis Slaughter is representing the Trainmen.

W. Rammage, dispatcher, is on the job after three weeks in the hospital for an operation.

Mr. and Mrs. W. S. Johnston recently motored from Poplar Bluff to visit friends.

We are surely glad to know that W. E. Burgess is able to be up and around the hospital after an illness of seven months. Also to hear that Clarence Craig will probably be back to work before many weeks.

Mrs. Roy Abernathy recently had as her guest, Mrs. Arthur Thackery, of Blytheville, Ark.

Mr. and Mrs. E. J. Harrell and daughter Juanita, were called to Winona, Mo. on June 15, account death of Mrs. Harrell's brother.

Cleatus Price was a visitor on a recent Sunday while enroute from Poplar Bluff to Hayti to work.

Miss Mary Ferrell, of Sikeston, Mo. is stenographer in this office, vice Barrett Haley, who resigned to accept a position in St. Louis.

Sincere sympathy is felt for Ezra Paris, whose father passed away recently in Marion, Ky.

Mr. and Mrs. H. Martinie made a short visit with Mr. Martinie's mother in Arlington, Ky. late in May.

Mrs. R. L. Fisher and sons, David and Clay, recently were the guests of Mrs. Ray Abernathy.

Mrs. W. B. Thomson, her daughter, Mary Helen, and her son, Billy, are spending the summer in Ontario, Can. Mrs. J. E. Barclay is home after undergoing an operation in the Frisco Hospital, St. Louis.

Mrs. Fred French and daughter are spending the summer at Jonesboro, Ark.

Mesdames J. C. Claiborne, Q. Briggs, Thornbrugh and Roy Abernathy were among those who attended the district Methodist Episcopal conference at Blodgett June 1.

Fred Bisplinghoff was a delegate to the B. of R. T. grand lodge convention in Cleveland in May.

Miss Etta Pittman, Benton, Mo., spent the week-end of June 9 with her sister, Mrs. T. M. Hudson.

#### Freight House

Mrs. Genest Morgan and her two children are home after a month's visit with her grandmother in Fort Smith, Ark.

Frank Brockmeyer is station helper succeeding J. M. Lasley.

A. W. Fay is back on the chief yard clerk desk after two months in the hospital.

Mr. and Mrs. John Simpson and children spent a recent week-end with relatives at Vienna, Ill.

Mrs. Gene Moore, Kansas City, Kan., was the guest of Mrs. A. W. Fay for

a week while Mr. Moore was working near Chaffee.

R. C. McKnight has returned from an extended visit with his daughter, Miss Flossie, at Beatyville, Ky. Sorry to say that Mr. Mack is still unable to return to work as weighmaster.

#### AGENT'S OFFICE BLYTHEVILLE, ARK.

LORENA BOLLINGER, Reporter

Mrs. A. G. Anderson, wife of the agricultural agent, recently spent several days in St. Louis. Her niece, Miss Erma McAllister, from Columbia, Mo., accompanied her home to spend the summer.

Ila Cook, comptometer operator at Chaffee, spent the evening of May 23 with Lorena Bollinger.

J. E. Wimberley, operator, relieved F. W. Carlock on first trick for three days while Mr. Carlock was recently in St. Louis on business.

Mrs. J. F. Zimmer, wife of the assistant cashier, spent a recent week in St. Louis.

A. D. Dowland, platform foreman, visited in Memphis June 10.

Mr. and Mrs. J. M. Ford motored to Sikeston June 3, and were forced to leave their auto there on account of the heavy rainfall. They returned on the train.

We wish to extend our sincere sympathy to Ben F. Hinkle, baggageman, in his recent bereavement in the loss of his son, Claude, who died at City Hospital in St. Louis June 12.

The writer spent Memorial Day in Memphis.

R. R. Brown, trucker, and J. Holloman, section foreman, say that catching an eight-pound fish in a log is a new art and not a fish story. An axe was the tool used to get the fish.

A cheese plant for this city is assured. It will be the middle of July before this plant can be installed and ready for operation.

The entire stock of the company has been bought by Blytheville people and the plant will be owned and operated as a Blytheville industry. With the building of this plant it is believed that the dairy industry will receive a great stimulus in this section.

Twenty-five attended the fuel meeting held in the passenger station June 15. J. A. Moran, superintendent of the River division, Chaffee, Mo., was chairman. Talks were delivered by Messrs. Mc'droth, Barrett, Forsythe, Morrill and Wehling. Visitors from Chaffee were Messrs. E. E. Nixon, C. K. Sims, Paul Krueger and D. G. Baker.

#### SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Mrs. B. G. Gamble, of Memphis, was a guest of Mr. and Mrs. Dean Underwood for a few days in May.

H. V. Cheatham, conductor, his wife and their son, Harry, and their daughter, Virginia, have returned from a trip to Alabama and Florida. Mr. Cheatham was a delegate to the O. R. C. national convention.

Misses Leota Friend and Mary Dailey spent Decoration Day with friends in Birmingham, Ala. Miss Dailey went on to Pierce City, Mo., where she spent two-weeks' vacation.

Mrs. T. D. Wells and Mrs. O. P. Krueger gave a bridge party for the Misses Clara Krueger and Cornelia Goeckel, of Cape Girardeau, Mo., who have been the guests of Mr. and Mrs. Krueger for several days.

Miss Belle Kenne spent a short vacation at her home in Poplar Bluff, Mo. Mrs. M. E. Gesi and her two little

\$15,000,000.00  
AUTHORIZED  
CAPITAL

"Safety  
First  
Savings"

Organized  
1922



#### OUR GROWTH

Assets Jan. 1927 . . . \$243,715.00  
ASSETS  
June 1, 1928 **\$600,000.00**

#### 8% INVESTMENT CERTIFICATES

We can accept lump sums of \$300 and up, upon which we have never paid less than 8%. **No Fees.**

#### 6% THRIFT ACCOUNTS

You can deposit any amount at any time and earn 6% and when \$300 is accumulated transfer to Investment Certificate. **No Fees.**

#### 8% MONTHLY DEPOSITS

Monthly deposits of \$50 and up, participate in regular earnings which have never been less than 8%. **No Fees.**

#### RAILROAD BUILDING AND LOAN ASSOCIATION

UNDER STATE SUPERVISION  
W. M. WHITENTON, J. C. GILBERT,  
Active Pres. V.P.-Sec.-Treas.  
1409 Main Street - - - Dallas, Texas

Mail coupon for information (F)

Name .....

Address .....

daughters were week-end visitors at St. Genevieve, Mo., recently.

W. L. Rammage, dispatcher, is at work after about two weeks in the hospital.

Mr. and Mrs. Burl Thompson and little daughter were visitors in St. Louis recently.

H. C. McBride, of the engineering department, is at work after being in the hospital.

It is reported that the sudden demise of that imported dog of Paul Krueger's was due to the fact that he had the habit of running through automobile wheels while in motion, but he tried one of the new Ford wheels which had a bent spoke. Alas! poor Pogo!

**Torturing  
PILES  
soothed**

This modern non-surgical way. **Unguentine Pile Cones** quickly check itching, bleeding. Soothe inflamed tissues. Made by the makers of Unguentine. At your druggist's, 75c. Trial FREE. Write today. The Norwich Pharmacal Company, Norwich, N. Y.

Main 7223 Res. Walnut 606  
Nicely Furnished Rooms—Hot & Cold Baths

#### Louis Kolas & Co.

FIRST CLASS RESTAURANT  
FOR LADIES AND GENTLEMEN  
508 S. Main St. MEMPHIS, TENN.

Harold Hopkins motored to Bloomfield recently and visited relatives. "Hop" is making some mileage with that new Dodge of his.

The Misses Irene Rigdon and Elizabeth Grieshaber were in St. Louis recently, taking in some of the shows, and shopping.

Miss Mary Farrell, of Sikeston, Mo., is filling the vacancy in the trainmaster's office, caused by the resignation of Barrett Haley, who has gone to St. Louis.

## MECHANICAL DEPARTMENT CHAFFEE, MO.

LEOTA FRIEND, Reporter

Armon Peer, first-class machinist, was confined to the Frisco Hospital, St. Louis, from June 1 to 5.

Mrs. E. O. Prosser, wife of the car foreman, and three daughters are spending several weeks with Mrs. Prosser's parents, Mr. and Mrs. W. E. Nichols, Crystal City, Mo.

R. A. Faust, storeroom helper, recently purchased a Chevrolet coach. We notice Tony rides to work in grand style these days.

John Thornbrough, chief clerk, storeroom, recently exchanged his Studebaker for a used Hudson coach. Mr. Thornbrough says the Hudson is some car.

Oliver E. Rigdon, machinist, and Miss Malissa Smith, daughter of Walter Smith, head car inspector, were married May 26. The only regrettable feature of the whole affair was that Stuffy became so excited on the morning of the important event that he failed to punch his clock card, which called for an explanation. Needless to say this young couple has the best wishes of the entire mechanical department.

E. E. Nixon, master mechanic, left June 15 for a two weeks' vacation. Mr. Nixon expected to spend part of his vacation in Florida.

R. E. Breedlove and family spent June 11 at Hayti, Mo.

The craze for horseshoe pitching has struck the mechanical department full blast.

Arthur Heeb and Eugene Wilson, of the store department, hold first honors.

Floyd Edwards, machinist, has joined the ranks of the married men. Mr. Edwards was married to Miss Sylvia Pryor early in May.

VISIT  
"THE WONDERFUL CITY OF ADVANTAGES"

## PENSACOLA

### SAN CARLOS HOTEL

Pensacola, Florida

ABSOLUTELY  
FIREPROOF

Headquarters for  
Frisco Visitors

### The Citizens & Peoples National Bank

PENSACOLA, FLORIDA

Earnestly Solicits  
Your Patronage

Safe Deposit Boxes For Rent

FRISCO AMBULANCE SERVICE

Pou Funeral Service, Inc.

PROMPT—EFFICIENT—COURTEOUS

PHONE 31

27 E. Wright St., Pensacola, Fla.

## YOUR BANK

Provides a safe place for your money.

Supplies a receipt for every payment made, (your cancelled check).

Furnishes you up-to-date information so that you may draw wise conclusions for yourself.

A company where the word "Trust" means what it says.

## FIRST BANK & TRUST CO.

Garden and Palafox Streets

PENSACOLA, FLA.



American National Bank  
Pensacola, Florida  
U.S.A.

CAPITAL AND SURPLUS \$1,000,000.00

Guy Ahlstead, car carpenter, recently was confined to his home several days account illness.

Fred Angel, our office boy, has been doing some more "swapping of cars." Fred traded in his old Star and purchased a new Durant, then, after possessing the Durant less than a week, exchanged it for a used Paige de Luxe.

Car Turner, air brakeman, recently purchased a Durant.

## WESTERN DIVISION

TRANSPORTATION DEPARTMENT  
ENID, OKLAHOMA

CAMPBELL & HICKS, Reporters

Well, it's just like this: Those of us who haven't taken vacations this year are seriously thinking about it and those who have already enjoyed theirs are busy telling the rest of us what a good time they had.

E. T. Bond, assistant division engineer, has his plans all made to do considerable fishing and will spend his vacation in Colorado. "Cap" and Mrs. Bond are good fishermen and know they will enjoy every minute of their trip.

E. O. (Doc.) Daughtrey, trainmaster, expects to spend his annual two weeks camping in Yellowstone Park. Just to let you in on the secret, Doc. has been taking private lessons on the art of frying bacon and eggs on an open stove in the great outdoors and is fully convinced he can keep the family from going hungry provided they don't burn out on the menu.

C. O. Nuckolls, draftsman, is spending his vacation in Colorado visiting his mother. It must be a wonderful place to be as so many people seem to be headed that way.

George Mathews, B. & B. carpenter, has solved the problem very nicely. He spends his vacation looking after his wheat crop, and from all indications it is a very pleasurable occupation.

Irl R. Hicks, carpenter in B. & B. Gang No. 2, is laying off for a few days on account of illness.

James Doyle, who has been in the service since 1903 as B. & B. carpenter and pumper, was appointed temporary crossing watchman at Grand avenue, Enid, during the absence of the regular man, James Huff, who was injured by being hit by an automobile. Understand Mr. Huff is getting along nicely.

The pile driver in charge of Ado Linderer, B. & B. foreman, helped repair the washout at Salt Fork bridge on the Southwestern Division May 17 to 21. Seth Duncan, pile driver engineer, ran the driver during the night and Ado handled it during the day as the Southwestern division had no driver engineer available. A letter of appreciation was received from the Southwestern division on the good work performed.

While we are on the subject of the B. & B. Department would like to add that the combined years of service with the Frisco of the general foreman and the men in charge of the various gangs, total two hundred and twenty two, divided as follows: H. V. Kengle,

# Save

with the

## "Institution for Savings"

### Mercantile Trust Company

Member Federal Reserve System  
Capital & Surplus Ten Million Dollars  
EIGHTH AND LOCUST - TO ST. CHARLES  
SAINT LOUIS

general foreman, forty-two years and ten months; Gus Menz, bridge inspector, twenty-one years and eleven months; J. W. Carlile twenty-four years and eight months; L. A. Kastor, thirty-one years; A. Driskill twenty years and eight months; A. Linderer nineteen years and eight months; Arch Lamb twenty-four years and six months; F. Richardson nineteen years and eight months, all foremen of bridge gangs, and A. O. Paup, foreman of the paint gang, seventeen years and one month. This is a service record of which we are all proud.

Mrs. J. J. Bernard and Mrs. W. J. Potter accompanied the following Frisco daughters to the Rainbow Convention at Muskogee recently: Flora, daughter of C. E. Meeker, frog repairer; Edith, daughter of J. J. Bernard, conductor; Jacqueline Potter, daughter of W. J. Potter, engineer; Thelma, daughter of Bert Caha, fireman, and Pauline, daughter of G. H. Gabriel, engineer.

The Auxiliary of the Frisco Veteran Employees' Association met at the home of Mrs. S. J. Frazier, wife of our superintendent, May 25 and elected the officers for the coming year. Mrs. W. J. Potter was elected president and Mrs. W. S. Christopher, secretary. Delicious iced refreshments were served and a most enjoyable evening spent.

J. A. Harter, fireman, is representing the Western division at the National Convention at San Francisco and Mrs. Harter is going along as a delegate at large of the auxiliary. This is a very rare honor that has been bestowed upon Mrs. Harter and one that was well deserved, as she is a most enthusiastic worker and has long been connected with the auxiliary.

Mrs. W. S. Christopher is also attending the convention as the delegate from the Enid chapter and expects to spend some time visiting in California when the convention is over.

Jeanne Marie is the name chosen for the young lady that arrived at the home of Mr. and Mrs. Matt W. Connelley on June 10. Matt was formerly Mr. Frazier's secretary, but is now acting in the same capacity for C. T. Mason, Sapulpa, superintendent of the Southwestern division.

For the last year, work has been going on at the under-pass just east of Lucien, Okla., on the new state highway between Enid and Tulsa and on June 11 and 12 the massive concrete

slabs were placed in position. The main line was cut for about ten hours but the work went off without a hitch. The completed structure will represent an expenditure of approximately \$32,000. It was necessary to obtain the services of two derricks to swing the huge slabs into position and C. T. Mason loaned us his, together with Buck Duncan, derrick foreman. Joe Barkley handled the derrick on this division. Both men thoroughly demonstrated on this piece of work their ability to handle difficult problems.

Floyd Wright, maintenance clerk, will attend the Elk's Convention at Miami the early part of July as a member of the Elk's band from Enid, and as this will be the only band present from Oklahoma we are expecting him to do some boosting for the home town and the Frisco. The committee in charge of the routing promised Floyd to give serious consideration to his idea to route via Frisco to Birmingham.

We extend our deep sympathy to W. R. Wilson, agent at Carmen, Okla., and family on the death of Mrs. Wilson who passed away at the home of her daughter on June 13. Besides the family Mrs. Wilson leaves a host of friends to mourn her passing.

We were glad to learn that F. E. Bates is again on the Western division as road foreman of equipment, effective June 16, and know that his many friends are pleased to have him back.

J. W. Marling, agent, tells us that his books show an increase for May of 1928 against May of 1927, and that the first five months of this year shows an increase over the first five months of last year, which is the kind of news we like to read.

## EASTERN DIVISION

PASSENGER ACCOUNTING DEPT.  
ST. LOUIS, MO.

ESTELLE HILTON, Reporter

John C. Starkey, auditor passenger accounts, accompanied by Mrs. Starkey.

## OFFICIAL FRISCO WATCH INSPECTORS

Dillworth Jewelry Co.....Jasper, Ala.  
Gahlenbeck Jewelry Co.....Pensacola, Fla.  
Haltom, G. W.....Ft. Worth, Texas  
Mack Company.....Tulsa, Okla.  
Standard Jewelry Co.....Muskogee, Okla.

motored to Granville, Ohio, to attend the graduation exercises of their daughter, Marie Starkey, who is attending Denison College. Exercises were held June 11.

Miss Beatrice O'Reilly was called to Sedalia, Mo., recently on account of a serious accident to a relative.

Joseph Peyton is spending his vacation in Washington, New York City, Niagara Falls, Detroit and Chicago.

Melvin Eckles resigned his position in this office. He is now editor of the De Molay Voice.

Frank Grenmeyer also resigned from Frisco service and is taking an extended vacation.

Ione Hays spent her vacation in Washington and New York.

Evelyn Castles is resigning her position as comptometer operator on June 15. She will be married to Edward Deiderich on June 19. We extend to her our best wishes for a happy future.

Our new office boy is Francis Natchmann, son of F. X. Natchmann, of the fuel department.

### GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD

STELLA COMEGYS, Reporter

Misses Pearl Ogden and Margaret O'Brien, from the accounting department, and Miss Alice Edmonson, from the general stores department, will help serve the banquet given for the Veterans Tuesday night. Miss Ruth Uselson, from this office, is to give a Spanish Dance at the entertainment given for the Veterans on Monday night.

Mr. and Mrs. L. H. Rowton, announce the birth of a son, Richard Lee, born May 29th. Mrs. Rowton was before her marriage Irene Ott, and was an employee of the Frisco for several years.

Paul W. Lowery received congratulations when he returned from his vacation, June 12th—congratulations on his marriage to Miss Louise Campbell on May 30th. This office is wishing for Mr. and Mrs. Lowery a long and happy wedded life.

The creating of a new position, assistant completion report clerk, in the accounting department of this office, has changed some of the clerks. They now have the positions they held before the consolidation of the offices. Walter Hudson was awarded the new position. The new clerk is James Lowell Hamilton, as general clerk.

Mr. M. J. Cleary is home from the St. Louis hospital where he has been for several weeks undergoing an operation on his eye. We are glad Mr. Cleary is able to be home and hope he will soon be able to be back to work.

Mr. Edgar Burdette and family left June 13th, on their vacation; they are

visiting in Denver, Salt Lake City and other western points.

Mrs. Gertrude Crowe and daughter, Louise, are spending their vacation in Aberdeen, Wash., visiting Mrs. Crowe's brother.

### TRANSPORTATION DEPARTMENT NEWBURG, MO.

LILLIAN M. SICKLES, Reporter

J. R. Campbell, conductor, Rolla subdivision, and family, are planning to spend their summer vacation visiting relatives in New York City.

Charolette Willi, daughter of L. O. Willi, conductor, recently was operated on for appendicitis. Mr. Willi reports his daughter is doing nicely.

Hortense Watts, daughter of the assistant superintendent, is attending Southwest Missouri State Teacher's College at Springfield.

F. H. Donaldson, trainmaster, Springfield, has returned to work after a vacation of two weeks. During the time he was off he moved his family to Springfield. W. W. Little took care of the work while he was absent.

H. T. Morgan, dispatcher, Springfield, recently moved his family to that point from Newburg. We were certainly sorry to lose this family from our midst.

Jerry Hanarahan recently bumped in as roadmaster's clerk at Tower Grove, Mo. This relieved Fred Smith, who has accepted the position of timekeeper with the extra gang on the Lebanon Sub.

George H. Lutzenberger, conductor, and J. M. Plank, brakeman, Salem branch, were in St. Louis recently taking Masonic degrees. J. A. Barnicle, from the St. Louis extra board, protected the work while Mr. Plank was away.

Bill Counts, six-year-old nephew of W. E. Counts, roadmaster, recently has shouldered his fishing rod and line and went to the Big Piney river to spend a week fishing.

J. J. Brown, conductor, and family are spending their vacation visiting relatives in Oklahoma.

Miss Ruth Fellows, daughter of S. E. Fellows, storekeeper, entertained the members of the Berean Sunday School class at her home, June 13th.

J. A. Rutledge, roadmaster, Tower Grove, has returned from a two weeks' vacation spent in Texas. W. E. Counts looked after his track division while he was away.

On May 30, the little city of Cuba, Mo., was visited by one of the most disastrous hail storms that the people there had witnessed for years. Roofs of houses were ruined and several thousand dollars' damage was done to buildings and crops. All of the windows were broken out of the north side of trains numbers 7 and 16, and the Salem branch passenger train was also a victim of the hail stones. The storm did the most damage from MP 86 to MP 90.

Motor car 2117 moved to Salem, May 30, for use on the Salem branch. This is a new gas-electric car and has a trailer to be used as a baggage car.

Installation of new track scales at Pacific, Mo., is completed.

W. H. Bradymire, section foreman at Pacific, has taken a 60-day leave of absence. Mr. Bradymire and wife have gone to Montana to visit their children. He has been section foreman at Pacific since 1909.

Mrs. L. A. Fuller and son, Leroy, of Kansas City, have been visiting relatives here. Mr. Fuller was formerly cashier at this point.

Mrs. Frank Dillon and children are visiting with relatives at Newburg. Mr. Dillon is a fireman on the Lebanon Sub and formerly was located at Newburg.

Perry Elder, formerly road foreman on the Southern division, has returned to the Eastern division and is now operating a locomotive between New-

burg and St. Louis in passenger service. We are glad to have him back with us.

### OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

Miss Ann McClernon entertained her bridge club at dinner, May 24. As the club had invited itself for dinner, Ann requested they bring full baskets with them. Only Miss Vinnie Hindman complied and she brought a basket of roses! At seven the hostess served crackers and water to her expectant guests and then proceeded calmly with several rubbers of bridge. Along toward midnight the famished girls thoroughly enjoyed an excellent supper.

C. J. Stephenson, assistant to the general manager, took advantage of Decoration Day to go fishing. No, that was not his picture on the cover of the May Magazine. "C. J." got his bass—four good ones that gave plenty of sport before being landed.

L. Stanley, train rule examiner, is greatly improved in health. He expects to resume his duties July 1.

Two of our boys went up to a cafeteria the other day for lunch and one of them upset a nice, fluffy piece of chocolate pie in his lap. We would say who it was, but modesty forbids our mentioning our own name.

Frank Feyen is working in the file room this month in the place of Miss Ann McClernon, who is on a vacation to the Pacific Coast. Frank worked with us a couple of years ago when Miss Willigan made a tour of Europe.

### ST. LOUIS ADVERTISERS

#### MARYLAND HOTEL

Next to Frisco Building  
ST. LOUIS, MO.  
POPULAR PRICE EUROPEAN HOTEL  
Absolutely Fireproof  
Rates: \$1.50 and Up Per Day  
Electric Fan (Free) in Every Room  
EATS—Unexcelled CAFETERIA and  
COFFEE SHOP Service

JEFFERSON 0414 JEFFERSON 0415

#### Becht Laundry Co.

We Specialize in  
Family Laundry  
3301-11 Bell Av. St. Louis

### CAPE GIRARDEAU ADVERTISERS

#### St. Charles Hotel

ONE BLOCK FROM DEPOT

E. G. GRAMLING, Owner and Proprietor

American Plan

CAPE GIRARDEAU, MISSOURI

CAPE GIRARDEAU

#### Southeast Missourian

NAETER BROS., INC.

Has More Subscribers Than Any Other  
Daily Newspaper in a Missouri City  
Under 40,000

### INVESTMENT BONDS

We deal in issues of the United States Government, Railroads, Public Utility and Industrial Corporations with established records of earnings.

AID & COMPANY, Inc.  
Security Bldg. ST. LOUIS, MO.

MEMBERS, ST. LOUIS STOCK EXCHANGE

**ST. LOUIS MECHANICAL DEPT.**

LOUISE SCHUTTE, Reporter

Herbert McKenna, machinist, and Mrs. McKenna are visiting relatives in Belfast, Ireland.

By the time this Magazine is issued, Harry (Kitty) Pearce, engineer, and Mrs. Pearce will have started their trip to Europe. They will visit in France, Italy and England.

Perry Elder, who recently worked out of Springfield, Mo., is back with us as passenger engineer between St. Louis and Newburg. As "Poodle" Elder formerly worked out of St. Louis as an engineer, he is back home and we are very glad to have him.

Clarence Moeller, our "Oil Man" is training to become a pugilist. No doubt, we shall see him as a feature attraction at the armory some day.

L. P. Cochran, storekeeper, is now thoroughly at home in St. Louis, having moved his family here from Springfield.

We have all sorts of safety cautions along the boulevards and highways, but Bert Carlisle, clerk, says the best one is from his little daughter, Jennie Marie, "Don't get hurt, Daddy".

Thomas Murray and Herpel Vaughn attended the auto races on Memorial Day at Indianapolis.

**FUEL DEPARTMENT—ST. LOUIS**

LOUISE S. GIBSON, Reporter

H. E. Martin, chief clerk, went to Springfield on a recent week-end with his family. When we asked him if he was going to stay over for the reunion, he was very positive in his reply that he is not old enough to be a veteran.

Miss Bonnie Clark, of Ponca City, Okla., formerly an employee in this department, was in the office to say "hello" to us on a recent visit to St. Louis. Bonnie looks fine and we were all very glad to see her.

Hurrah for vacations! Larry Kitts has had a week of his vacation and looks much rested. Miss Edith Weissmann is away on her vacation and we are wishing her also a good time. Miss Alice Cooke came back from Denver, where she spent her vacation, with the far-away look of the mountains in her eyes and her usual smile for all.

**OFFICE SUPT. TRANSPORTATION  
SPRINGFIELD, MO.**

EULA STRATTON, Reporter

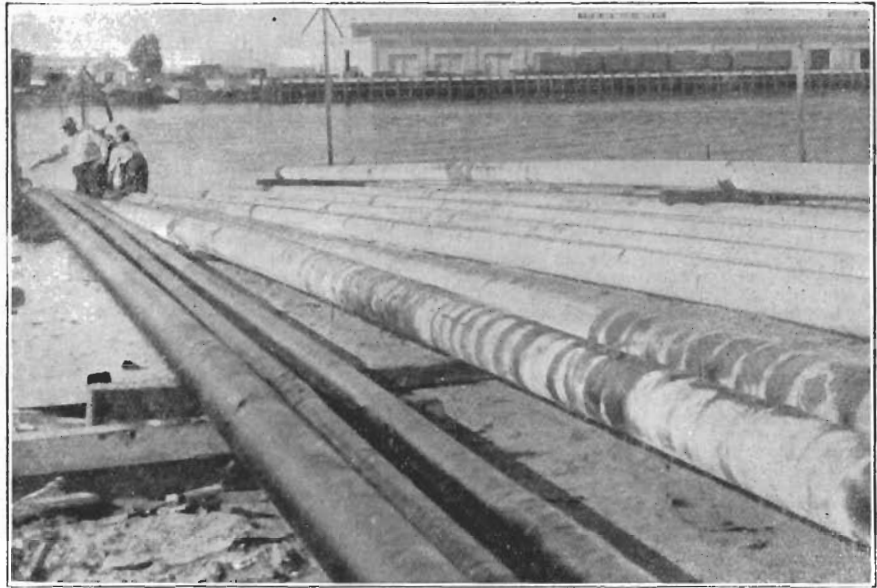
The social life of our office has been everything but dull during the past month.

First there was getting ready for the vet's reunion, and what with practising, having our pictures made, and more practising, it was all just like a party and I think you'll all agree that the Frisco Girl's Club of Springfield surely put on a good show.

Then Carlotta Lane left us to become the bride of Charles Riley and there were any number of dinners, bridge parties and showers for her and then on top of all that Angeline Danzero announced that she was quitting sometime in July to be married to Merl Banning, of Nashville, Tenn., and, of course, that brought forth a lot more parties. How we do enjoy the parties, and how we do hate to lose Angeline and Carlotta, but our loss is some other peoples' gain.

Freda Fielden spent her vacation in the West, including the Grand Canyon, Los Angeles, and Portland, Ore. She returned via the northern route.

Hallie Welch, chief typist, with her mother and her sister spent an enjoy-



## You Can Keep a Good Pipe Line Down

They say you can't keep a good man down—but you can keep a good pipe line down when you use NO-OX-ID on it to prevent rust.

The picture shows an interesting case where several lines were coated with NO-OX-ID, covered with NO-OX-ID-IZED Wrapper and then cased with canvas so they might be dragged across a bay without damaging the wrapper.

No matter how difficult the problem—or what your previous ideas of efficient rust prevention, investigate NO-OX-ID thoroughly. Dearborn service men will help you in every possible manner.

Write.

### Dearborn Chemical Company

299 Broadway, New York  
Frisco Building, St. Louis

310 S. Michigan Ave., Chicago  
Offices in All Principal Cities

**NO-OX-ID**  
**IRON+RUST**  
TRADE MARK  
**The Original Rust Preventive**

able vacation in Kill Kare Kabin at Hollister.

Mr. and Mrs. R. A. Bonham report a pleasant vacation from points in Arkansas.

Vinnie Hindman recently motored to Kansas City in her new Dodge sedan, spending a week of her vacation just enjoying her new car.

Savina Felin also spent her vacation enjoying a motor trip, driving to Hot Springs and thence to Hollister.

Freda House and Bettie Laker went on a pleasure jaunt to St. Louis over a recent week-end and so did the cub reporter.

Mr. and Mrs. Virgil Hartley vacationed in Galveston, Tex., taking in the International Pageant of Pulchritude. Virgil says the crowd was almost as big as that at the G. O. P. convention and that he didn't even get a glimpse of "Miss Chicago," the universal beauty queen.

### MECHANICAL DEPARTMENT LINDENWOOD, MO.

Z. M. SIMPSON and J. M. CUNNINGHAM, Reporters

Installation of two fire protection lines at the Seventh Street freight houses was started June 9. This will be quite an improvement over the former fire protection.

The material for extending and enlarging the sewer and drainage systems for the Lindenwood shops is now on the grounds. Sand is being unloaded on the grounds for the new six-inch concrete floor for the roundhouse. Clyde Cunningham, foreman, will have charge of the work.

Will Brown, water service department, is on the sick list.

The installation of the 2,000-foot

water line in the Lindenwood yards to water stock is under way.

W. L. Marberry, Mike Barrett, R. S. Edwards, T. E. Williams and F. X. Kessler, River division engineers; L. Buchert, M. T. Smith, Robert Sherry and C. W. Schank, Eastern division engineers, and Henry Stockmeyer, yard engineer, attended the veterans' reunion held at Springfield June 18-19.

Joe Forstner, car foreman, is now acclaimed champion checker player of the Lindenwood car department.

Harry Harrison, accident prevention agent, Sherman, Tex., was a visitor at Local No. 5, Frisco Association Metal Crafts and Car Department Employees, June 7, and gave an interesting talk on accident prevention. He also spent several days at the Lindenwood shops.

June 3 was the third wedding anniversary of Mr. and Mrs. William L. Baron. They had as their house guests for the week Mrs. Baron's parents, Mr. and Mrs. C. W. Wilkerson, Cincinnati, Ohio. The Barons are now living in their new five-room cottage at 3017 Barthole, Maplewood.

T. S. Smith, alrman, and Dave Fox, blacksmith, car department, are feeling pretty cheery about having held the championship in the American Horseshoe Pitching League for twenty-eight days.

T. S. Smith and J. R. Smith, of the air test room, H. B. Smith and M. T. Smith, engineers; Harry Smith, fireman; Joe Smith, caller; Willard B. Smith, boilermaker, and Smity (Ridley Madison Smith), machinist, are going to attend the Smith day picnic July 14, at Forest Park, St. Louis. Among distinguished guests, Al. Smith is scheduled to be present. Twenty-five thousand Smiths are expected to attend.

Dutch Loose, foreman mill shop, took a fishing trip, June 1, to Cape Girardeau, Mo. We presume the fish must not have been biting so well for it used to take Dutch a week, but this time he stayed only one day. Dutch says he is going to get a new Ford when his 1915 model wears out.

Business has been picking up in the Lindenwood car department. Several new men have been employed fixing up grain cars for the big grain movement.

Tony Maly, repair track foreman, Chouteau, left June 6, on the Bluebonnet on a fifteen-day vacation.

The water service department has just completed the installation of a new air line for car repair department at Lindenwood. The water service department also has under construction the insulation of all steam lines at Lindenwood shops and roundhouse. Application of lagging to the roundhouse blower line has been completed.

John Sanders, machinist, has just given his Ford sedan a bright, new coat of Duco.

Mr. and Mrs. C. C. Osborne and daughter spent their vacation visiting

with relatives at Prairie Grove, Ark., and Oklahoma City, Okla.

Dutchy Prugger, machinist, spent May 20 at Springfield.

Mr. and Mrs. John W. Clayton and daughter, Inez, left on the Bluebonnet, June 9, to spend the week-end with friends and relatives at Springfield.

Mrs. O. M. Evans, wife of the stationary engineer, with Bobby and Billy Green, grandchildren, left June 10 to visit her daughter at Pitcher, Okla. On their return trip they will visit Mrs. Evans' mother at Springfield.

W. J. Ficke's sister-in-law, Mrs. H. J. Bobbitt, Dallas, Tex., arrived June 10 for a two weeks' visit.

W. J. Gillespie, general car foreman, and his wife left June 18 for Atlantic City, N. J. to attend the American Railway Association Convention held in that city, June 20-27.

Mrs. O. L. Baker left June 10 to spend a few days with parents and relatives at Springfield.

Mrs. H. A. Featherstone, sister-in-law of W. P. Gorman, and Mr. and Mrs. J. Baker, of Memphis, stopped off in St. Louis June 1-3 on their return trip from New York City.

Henry Edwards, store department, recently visited with his father and his sister at Wetumka, Okla.

Mary Daly, of Chaffee, was a May visitor in Lindenwood.

We wish to compliment the Dramatic Club on their splendid presentation of the play "Miss Fearless & Company", a three-act comedy, at the Knights of Columbus Hall on June 6. The Misses Eleanor E. Finn, Elsie Simpson and Mrs. Louise S. Gibson are deserving of special commendation.

The American Car Company, of St. Louis, is building 1,500 box cars for

the Frisco. Louis Schutte, commodity inspector, E. T. Pate, lead car man, and Otis Gaskill, air man, are overseeing the work.

Dick Thomas, hostler, is the proud possessor of a new Oakland sedan.

Leaford Johnson, president of Local No. 5, Frisco Association of Metal Crafts and Car Department Employees, is back to work after a sixty day leave of absence.

Gus H. Stein, piecework checker, is sporting a new Victory Six sedan.

George Lutzenberger, our red-headed inspector, spent ten days in the early part of June down on the Current River, near Salem, Mo. We wonder why George isn't bragging about the number of fish he caught.

John G. Norris, caller, was off May 16 to May 31 with the measles.

W. P. James, night roundhouse foreman, and wife left June 15 for Los Angeles, Cal., via Kansas City on a three weeks' vacation. Claude Deskin, of the night force, is taking Mr. James' place.

James Moore, engineer and wife; J. G. Hynes, engineer and mother; E. T. White, fireman, and Herman Writtenberry, fireman, and wife, left June 6 to attend the convention of the Brotherhood of Locomotive Engineers and Firemen, in Los Angeles, Cal. Moore and White were delegates. Mrs. Writtenberry was a delegate of the St. Louis Women's Auxiliary of the Brotherhood.

The prevalent disease at Lindenwood seems to be the Greene county blues. However, Lee Wardlow is our one exception, as he specializes on Kansas City.

## TULSA ADVERTISERS

### HENRY ADAMSON COAL & MINING CO.

#### MINERS and SHIPPERS OF COAL

Mines Located Four and One-half  
Miles East of the City of Tulsa

WHEN IN THE MARKET FOR COAL  
Call Phone Cedar 5588 or Osage 9810-F21

OR WRITE US

TULSA, OKLA. R. R. 1, Box 145

We Want Your Business

### Nichols Transfer & Storage Co.

DISTRIBUTORS OF CAR LOADS

THE OLDEST AND MOST  
RELIABLE

North Boulder and Frisco Right-of-Way  
Phone 2-1117 & 2-1118 TULSA, OKLA.

### Leavell Coal Co.

MINERS AND SHIPPERS

MAGIC CITY COAL

TULSA, OKLAHOMA

## Oklahoma Steel Castings Co.

MAKERS OF

Railroad, Oil Field and  
Commercial Castings in

## OKLAHOMA ELECTRIC STEEL

Tulsa, Okla., Box 658

Official Frisco Ambulance

Phone—2-6186—Phone

## Stanley & McCune

FUNERAL DIRECTORS

•••  
TULSA, OKLA.

TERMS

Tel. 40221

## Sample Furniture Company

WHOLESALE PRICES  
WHY PAY MORE?

Second and Kenosha Streets  
TULSA, OKLA.

Bowman M. Murrell, machinist, has announced that his marriage to Miss Gertrude Berry, of Springfield, will take place June 30.

F. J. Gibbons, roundhouse foreman, is back on the job after nearly a week's absence due to an attack of the "flu". Irvey Schutte, brother to Louis and Louise Schutte, was killed in an accident at Hotel Jefferson, May 29. The shop forces extend sympathy.

## OFFICE OF SUPT. OF TERMINALS SPRINGFIELD, MO.

NORMAN HINDS, Reporter

Mr. and Mrs. O. B. Smith spent a few days visiting friends and relatives in Tulsa, Okla., recently.

G. W. Briles has returned to his duties after a two weeks' vacation.

Mrs. L. E. Sullivan, wife of the chief clerk, is convalescing after an operation in a local hospital.

Norman Kruse and Ben Casselman recently tried their skill in their favorite pastime, fishing, but the inclement weather forced them to return home empty-handed.

Clifford Rimby recently had his tonsils removed.

Several employees are seen driving new automobiles, among them I. W. Harvey, who has a Nash coupe, and Guy Pollard and Leonard Carner, who have new Fords.

W. H. Hunt has returned to work after an illness.

W. F. Groth and family recently made a trip to Sarcoxie, Mo., to see the peony fields in bloom.

C. C. Ellison has been enjoying a vacation on the White River. He is staying at the Y. M. C. A. camp for boys, near Forsythe.

M. Finkenbinder and family recently spent several days with relatives and friends at Carl Junction, Mo.

Charles Wasson and Maurice Wilson have ended their scholastic careers at Drury College after four years of untiring effort and undaunted perseverance. These young men are to be commended and congratulated for finishing their college work, despite the fact that they have been steadily employed as yard clerks during the entire period of their school years.

## CLINTON AND OSCEOLA SUBS CLINTON, MO.

JOHN R. PECKENPAUGH, Reporter

J. F. Newberry, brakeman, recently was off his run for several days on account of injuries.

C. E. Hunter, conductor, is back on the job after an illness.

William Henderson, brakeman, was called to Flemington recently account his father-in-law's death.

L. M. Stone, brakeman, is back on the job after being in the Frisco hospital at St. Louis.

C. A. Duggins, brakeman, was called to Olathe, Kans., recently account his wife becoming ill while on a visit there.

Several new fish stories on hand as A. T. Weir, George Scrogam and W. H. Madaris sure have some hot ones to put out.

W. H. Johnson, brakeman, is driving a new Durant six four-door sedan.

C. A. Rutherford, conductor, his wife and their daughter have returned from a month's trip in the South.

E. L. Rissell, brakeman, says one thing calls for another. He built a garage at his home and then had to buy a new Dodge sedan to go in it.

Mrs. Joe Meierotto, wife of the fireman, was called to Denver, Colo., recently account of the death of relatives.

William Balke, general foreman, his

wife and their daughter were called to Moberly, Mo., recently to attend the funeral of a friend.

W. W. Clark, conductor, is back on his run again after visiting relatives in Kansas City.

J. W. Elb, fireman, recently bid in a job running out of Springfield on the main line.

## NEWBURG, MO. YARDS

MACK J. COTHAM, Reporter

The green trees and flowers have added their splendor to the hills and mountains in and around Newburg and the many natural springs trickling their way down the mountain side, paint a picture for the nature-loving artists.

The good folk here are not missing the opportunity for fishing, swimming, and boating, which the Little Piney River affords, and the banks are spotted daily with picnickers.

S. E. Fellows, storekeeper, and R. D. Wilson, general car foreman, are beautifying the ground around their offices by planting flowers there.

Mr. and Mrs. Frank E. Porterfield and Harvey Porterfield, of St. Louis, were guests of their sister, Mrs. Mack J. Cotham and Mr. Cotham early in June.

Mr. and Mrs. E. S. Carter visited in St. Louis recently.

G. T. Blankenship, transportation inspector, was in Newburg during the strawberry season looking after the movement of the berries.

Mr. and Mrs. Mack J. Cotham visited friends and relatives in Monett and Aurora recently.

Ralph Browning, clerk, of Springfield, and Harry McDonald, clerk, Richmond, Mo., worked here during the berry season.

We extend our heartfelt sympathy to Mr. and Mrs. C. E. Decker in their bereavement at the loss of their small son, Jack, who died June 8. Mr. Decker is a switchman in the yards here.

Misses Beryl and Lee Moore, of Phoenix, Ariz., are visiting their brother, Frank Moore, and Mrs. Moore.

Homer DeBerry, station agent, is spending a two weeks' vacation in the Ozarks.

Mr. and Mrs. J. R. Short have returned to Monett, Mo., where Mr. Short is working as a clerk in the east yard.

Harold Stoll, night clerk at the freight office, is working as clerk for the assistant superintendent at Springfield in the absence of Miss Hazel Baker.

J. O. Grove, special officer, has been transferred to St. Louis.

## AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Monett closed the strawberry season June 14. Total shipments were 204 car loads. A. T. Brown, agent, maintained an office in the general office building for the convenience of the shippers and others interested in the berry movement, being assisted by Ray A. Guinney, William P. Scott and Oliver Gulick. M. K. Pace, G. Y. M., used as his extra clerks in the east yard office Joe Short, E. C. Murphy and George Schwandt.

Mrs. William P. Scott and son visited relatives in Kansas City last month.

We are glad to report that Tom McMillen is back at his post as coach foreman after an illness, part of the time being spent in the Frisco Hospital, St. Louis. Mr. McMillen had a record of having worked seventeen years without any interruption on account of illness.

Hugh Snider, station supervisor, and T. H. Womack, of Springfield, were located at this station during the rush occasioned by the berry movement.

# Hasn't a Bit of Asthma Now

Says Wheeze and Cough Entirely Gone. Tells What Did It.

For the benefit of asthma sufferers, Mr. Charles Dean, 910½ Virginia Ave., Indianapolis, Ind., tells how he got rid of this stubborn disease. Mr. Dean says:

"I began having asthma in 1912. Kept getting worse, and couldn't do a day's work. I would wheeze and choke and if I walked a square, I had to lean against a post and rest. In October, 1923, I began taking Nacor. Relief came very promptly, and I continued to improve, gaining 13 pounds in weight. I feel perfectly well again and Nacor is the only medicine that ever brought me relief."

Hundreds of other sufferers from asthma, bronchitis and chronic coughs have reported their recovery, after years of affliction. Their letters and a booklet of valuable information about these diseases will be sent free by Nacor Medicine Co., 705 State Life Bldg., Indianapolis, Ind. No matter how serious your case, write for this free booklet. It may give your whole life a new meaning.

B. P. McCaslin, conductor, Southwestern division made a trip to North Vernon, Ind., early in June because of the death of his niece, Miss Mabel McCaslin.

The thirty-five baggage and express truck crossings in the Monett passenger yards have been repaired by M. R. Johnson, B. & B. foreman, and his force.

Harry Kirk and Winfield Taylor, conductors, with their wives attended the O. R. C. convention at Jacksonville, Fla., the latter part of May. They expressed themselves as still being strong for the Ozarks and, as far as they could see, Florida has nothing on this "Play Ground of America".

Peter Stolle, yard foreman, has added another crossing watchman at the Central avenue crossing, making this crossing protected twenty-four hours a day. This is the only railroad crossing in Monett and is a very important one being on highways 36 and 16 and the main road to the city park and the golf links. A check was made on June 14, which was not a busy day, from 3 P. M. to 11 P. M., and the following crossed this crossing in that period: 1,903 autos, 63 teams, 207 pedestrians, 41 bicycles and one bus. It is the Frisco main line from two divisions, the Northern and the Southwestern, besides yard engines make switches across this crossing during the day.

An ornamental trellis has been built on the Frisco property known as the old Fred Harvey site, and flowers will be planted by the Civic Improvement Club, assisted by Don B. Fellows, Springfield, Mo., Frisco florist.

Mrs. A. T. Brown recently was called to Tulsa account illness of her daughter-in-law, Mrs. Norman P. Brown.

Monett can boast of a radio broadcasting station which is receiving quite a little notice as far away as Chicago, from which place telegrams have been received. "Si" Davis, of the stores department, is the chief announcer, and his clear, strong voice is bound to become a favorite in the radio world.

## MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

You've noticed that proud, happy smile of J. S. Harrison, machinist? There's ample reason for it. A little daughter, Helen Virginia, has come to gladden his home!

P. A. Carter, roundhouse foreman, has relinquished possession of his erstwhile cherished Dodge and hung his auto license on a Buick coach.

Our boss, W. G. Hall, and Mrs. Hall and son, Thomas, have returned from a week's vacation spent motoring to Palestine, Tex., where they visited relatives and friends. Texas is "back home" to Mr. Hall but he says he'd rather stay in Missouri where one doesn't have to be so frequently extricated from the clinging mud on the most most traveled highways.

W. W. West, pipe fitter, has been off about three weeks due to a most painful attack of appendicitis from which he has been unable fully to recover thus far. Mr. West is seeking to avoid the necessity of an operation, which action we heartily condone, as no one pleasanter anticipates such an experience.

What a pleasing assortment of new limousines comes wending its way to the roundhouse, delivering its respective owners to the scene of their labor. An Essex brougham, piloted by R. L. Bare, electrician, and a Pontiac coach, from which steps Coy Wadley, boiler-maker.

Fred Lake, boiler foreman, is attacking the job with much vim and vigor, after a two weeks' vacation. Mr. Lake spent a portion of his time in St. Louis visiting relatives and around De Soto, Mo., his old home, where he renewed acquaintance with boyhood chums.

Another returned vacationist is our storekeeper, T. F. Phillips. Mr. Phillips says there is no place to compare as a vacation site with the secluded peacefulness of his father's farm home. He looks forward eagerly each year to the time thus spent in contentment and rest.

L. M. King, C. J. Dunham and L. D. Umlauf, firemen, who were borrowed for temporary service on the Monett extra board during the rush of the

strawberry movement, were cut off about the fifteenth and have returned to their homes.

## SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Little Dale Troth, son of Mr. and Mrs. M. W. Troth, died June 5 at Valley Falls, Kan. Mr. Troth is signal helper at Tulsa. The signal department extends sympathy to the bereaved family.

Donald Ball and family spent June 3 at Conway, Mo., where they attended a family dinner to celebrate the birthday of Mrs. Ball's grandmother.

The writer recently enjoyed a few days' vacation in St. Louis and in Illinois.

## NORTH ROUNDHOUSE SPRINGFIELD, MO.

CHARLES CARNER, Reporter

James H. Findley, outside foreman, has been ill for several weeks.

Preston L. Moore, engineer on the Lebanon sub., recently broke one of his legs.

Harry D. Foughty, fireman on the Willow Springs Sub., has been off for three months account of illness.

Earl D. Mead, fireman on the Lebanon Sub., who has been off for a year account of illness has returned to work and is now on the Chadwick branch local run. We are glad to see him back on the job again.

V. E. Doran has returned to work after being off several days account of injuries sustained in an automobile accident. He is working as a fireman in passenger service on the Lebanon Sub.

Patrick J. Kelly, yard engineer, has returned to work after being ill for three months.

David B. Aldridge, fireman on the Springfield Sub., is in St. John's hospital because of stomach illness.

James L. O'Melia, engineer, and his wife are taking a vacation in California. They expect to stay for a couple of months.

A. B. Trenary, engineer on the Willow Springs Sub., is spending a month in the West.

James E. Baker, engineer, Willow Springs Sub., Sam King, engineer on the Lebanon Sub., and Charles L. Grimes, fireman on the Springfield Sub., attended the firemen's convention in California.

Fred E. Watson and Hershel Napier, firemen on the extra board, have returned from a fishing trip on the Current River.

Roy Reeves, engineer, and Frank Dillon, fireman, are driving new Chevrolets.

P. S. Trussler and Z. B. Carner, engineers, are working in passenger service now, having bid in temporary vacancies in that service.

Samuel K. Martin, engineer, is back in freight service now after being in passenger service for several days.

J. J. Goodson recently was acting outside foreman in place of J. H. Findley.

P. G. Shockley has left our city, and has taken a hill job at Newburg, Mo. Mr. Shockley is a great fisherman as well as an engineer and we suppose he will spend some of his spare time on the river bank at Newburg.

Charles A. Wagner, engineer is back in freight service here. He was in hill service at Newburg for some time.

A. A. McClellan, engineer, has taken a hill job at Newburg, having been displaced from the local run between Springfield and Lebanon.

James W. Eib, fireman, is working local between Springfield and Monett,

having taken a temporary vacancy in that service.

Lee M. Harrison, fireman, has taken a freight turn out of here with Ed ("Hi") Monroe, after having spent many nights on a switch engine.

John T. Gateley, yard fireman, is working on the 11 P. M. job, having been displaced from the west shop engine.

S. E. Arnold, fireman on the Central division, has been placed on the engineers' extra board at Monett. Mr. Arnold had been working between Springfield and Ft. Smith in passenger service.

## MONETT YARD—MONETT, MO.

FRANK L. KYLER, Reporter

J. E. Northern, brakeman, of the Kansas division, has returned from Cleveland, Ohio, where he was a delegate to the B. of R. T. convention.

M. L. Lane, yard engine fireman, recently attended a convention of the B. of L. F. & E. at San Francisco, Cal.

Miss Helen Northern, formerly stenographer to M. K. Pace, general yardmaster, worked at the office of The American Railway Express Company during the strawberry season.

S. P. Jolley, foreman of the 4 P. M. coach yard engine, is driving a new Erskine six.

Jess J. Newberry, switchman, has been assigned to the 6:30 A. M. coach yard crew as helper.

The 2 A. M. extra engine, which was put on to assist in the strawberry movement, has been discontinued.

E. W. Mitchell, switchman, has been assigned to the position of helper on the 8 A. M. east lead crew.

David Marshall, foreman of the 7:30 A. M. crew, went fishing recently. Luck was poor, according to Dave.

Johnson's B. & B. gang have been busy at Monett repairing bridges and crossings on the passenger platform.

All switch targets in Monett yard are being refinished in Red and Yellow Duo.

An official count of vehicles over Central Avenue crossing by Wm. Shumate, crossing flagman, from 3 P. M. to 11 P. M., June 13th, showed a total of 1,823.

Joe Jolley and family, of Portland, Ore., visited S. P. Jolley and family recently. They made the trip overland consuming 106 gallons of gasoline.

R. O. Davis, of Springfield, is acting as assistant yardmaster in place of W. P. Fenton, who is working days in William Coffey's place.

R. G. Kaufman, general car foreman, has a painful injury on his chin, sustained when he fell from the top of a box car recently.

A little bug called golf has invaded our midst and several of our number are stricken. Recently the scribe told a fellow switchman, Leslie A. Taylor, of a desire to play a little golf. Oh! how he did give ye scribe the razzberry. And what do you think? Ye scribe went out on the links the other day and there was Taylor, teeing off like a national open champion. Yea, verily, the worm turneth.

## SPRINGFIELD GEN. STORE ROOM

BERTHA V. REED, Reporter

Mr. and Mrs. O. F. Kemm are the parents of a baby boy, John William. Mr. Kemm is stock man.

C. C. Meyer, stock man, and wife visited at Belleville, Ill., May 20. They were the guests of Mr. and Mrs. William Wright, aunt and uncle of the former.

C. E. Wheatley, division storekeeper, attended the Shrine convention at Joplin, Mo., May 24.

D. R. Case, stock man, has purchased a new home at 1093 Central avenue. George Hollman, painter, visited this

# THE FIRST NATIONAL BANK OF TULSA OKLAHOMA

—♦—

CAPITAL \$2,000,000.00

SURPLUS \$500,000.00

—♦—

"Tulsa's Oldest Bank"

office June 5. George was off duty account of losing the little finger on his right hand.

Velma Martin, stenographer in the lumber yard office, recently visited in Kansas City, Jefferson City and St. Louis. Velma attended a B. Y. P. U. meeting in Jefferson City.

We miss Joe Drennan coming in with the supply car men. Joe is store helper at Chouteau avenue for L. P. Cochran, storekeeper at that point. Joe was formerly a supply car man, but account of positions being abolished and bumping taking place, Joe was bumped off of the supply cars by Oscar Cook.

Account of our regular shop mule driver, E. F. "Bud" Carter, being off duty recently, R. G. Price, stock man, was pressed into service as a mule driver. Bob reports having good success driving the shop mule. The only objection was that the shop mule wouldn't stop when he yelled "whoa" at it.

Mr. and Mrs. Delbert Inman entertained at breakfast at their new home on Delaware avenue, May 27, for Pearl Fain, stenographer in the general storekeeper's office and Bertha Reed, stenographer in the division storekeeper's office. Mrs. Inman was formerly Miss Dorothy Adamson, stenographer in the lumber yard office.

Robert McCrory, checker, who had been confined in the Frisco Hospital here is convalescing at his home. The store forces are looking forward to his return to the store room.

Mrs. John B. Haymes, wife of the checker in the lumber yard, recovered from her recent illness, and then she fell and broke her left arm.

Ora Bitterick, checker, and J. W. Rowland, trucker, at the store room, entered the "Frisco union derby" from Billings to Springfield on June 2. Ora finished in ninth place, winning ten dollars and a floor lamp. "Wes" finished fourteenth place, winning five gallons of gasoline, one-half gallon of ice cream and a razor.

C. L. Millikin and John Sprohs, supply car men, went fishing on Bee creek, White river, June 3. They reported that they did not have any luck at catching fish, but caught several frogs.

James Edgar, three-year-old son of E. A. Thomas, supply car man, is recovering from an illness.

Mrs. Louis J. Wettman, little daughter, Martha Reed, and son, Billy, Cairo, Ill., and Mrs. H. H. Smith, Findley, Ohio, are visiting at the home of Mr. and Mrs. C. H. Reed here. Mrs. Wettman and Mrs. Smith are sisters of Bertha Reed, reporter.

Mrs. Katie Mutz and son, Fred, Los Angeles, Cal., and daughter, Mrs. Della Stokes, Frankfort, Ind., are visiting at the home of the former's son, George E. Mutz, here. George is chauffeur at the store room.

D. R. Case, stock man, is certainly having bad luck these days. A brother-in-law, Charles Clark, Strafford, Mo., received severe skull injuries recently when a tire which he was fixing blew off the rim, hurling the hoop against his head. Mr. Case had a severe accident June 3. Blinded by rain on his windshield, his Ford sedan crashed into a Benton avenue car and he was cut about the face, neck and scalp and it was necessary to take several stitches.

Mr. and Mrs. Joe Wilson, of Clay avenue, have as their guest Mrs. Minnie Blodgett, Chicago, a sister-in-law of the former.

Mrs. S. H. Gaston, wife of the general foreman of the store room, and Mrs. August Miller, wife of the painter, west coach shop, left Springfield June 16 for a visit at Blackwell, Okla.; Denver, Colo., and Pocatello, Idaho.

T. C. O'Kelley, chief clerk to the division storekeeper, was at Alton, Ill., recently and visited his sister, Mrs. G. B. Rippley.

Miss Alberta Reinders, daughter of John Reinders, trucker at the store

room, is visiting in Ansonia, and Battle Creek, Mich. She will return to this city in about three months.

Miss Louise Conklin, Tulsa, Okla., is visiting her father William Conklin, a trucker at the store room.

S. H. Gaston, general foreman, and Hart Howard, trucker, store room, went to St. Louis, May 30, to see a ball game. They were met at the train by L. P. Cochran, storekeeper; Joe Drennan, brother-in-law of S. H. Gaston, and John Daniels, all of the Chouteau avenue store, who accompanied them to the ball park. Sam and Hart reported a wonderful trip.

James H. Horton, trucker, is visiting in Watseka, Ill.

James Oliver, checker, recently visited friends and relatives at Evansville, Ind., and Louisville, Ky.

## TELEGRAPH DEPARTMENT SPRINGFIELD, MO.

O. L. OUSLEY, Reporter

H. B. Bradfield, telegrapher in "S" office, was married to Miss Orleana Griffin, of Kansas City, on May 19. Congratulations!

Glen Harkins, clerk, reports the arrival of a baby girl at his home recently. More congratulations.

Our recent "S" office travelers were: A. B. Sherwood to Kansas City; Berne Jennings to St. Louis; W. J. Sayers to Joplin and T. M. Maxwell to Alabama and Georgia.

B. L. Kennedy and B. P. Schneider, telegraphers, took their families to Willow Springs Sunday, May 20, where they were royally entertained by Operators Abbott and Yoakum.

Miss Alice Larkin, chief telephone operator, is spending a month's vacation in Detroit.

Russell's gang is now at Ft. Towson. They report Ernest McInturf, Gordon Davis and Lynn Alsip on the sick list and J. M. McGuire and wife on vacation.

Donahue's gang has started reconstructing a line between Sapulpa and Bristow, after which new automatic signals will be installed. One hundred and fifty miles of defective iron wire will be replaced with copper. Arthur Reed is reported on the sick list and Alvis Cruise has returned from vacation.

S. M. Worthy, of Edwards' gang, is relieving J. Workman, lineman, at Wichita, while the latter is recuperating from a recent operation.

W. J. Calhoun, lineman, went to the hospital at St. Louis just as Nathan Garrett returned to work after a recent illness.

W. B. Holland, manager and wire chief, Sapulpa, is in the Sherman hospital. Mr. Holland is being relieved by C. L. Dunbar, night chief operator, who in turn is being relieved by O. Hill, late night chief. Operator E. F. Oakes is relieving Hill, and C. T. Fine, operator, is working extra in the Sapulpa office.

Miss Ethel Hill, PBX operator, was married to Perry Horne at Houston, Texas, May 18. They returned to Springfield to surprise their many friends and while here they were entertained at several social gatherings. This department presented them with an electric percolator. They will make their home in Houston.

## OFFICE OF DIVISION ENGINEER SPRINGFIELD, MO.

REGINA C. JAMES, Reporter

E. L. Magers, superintendent of the Eastern division, attended the superintendents' convention at Memphis June 13.

Mrs. J. M. Shils, wife of the division engineer, has returned from a visit with friends and relatives in New York City.

# 8% Compounded Semi-Annually For Your Surplus Funds

Fully Paid, Pre-Paid or Monthly Savings Building and Loan Certificates. The safest and most satisfactory modern investment.

Funds secured by approved First Mortgage security on real estate.

Always at par, no speculation. Dividends paid twice yearly. You may withdraw your money at any time upon 30 days' notice.

Business transacted by mail, no matter where you live.

Write for Free Information

Operating Under Supervision State of Texas  
Insurance Department

## STANDARD BUILDING & LOAN ASSOCIATION

Authorized Capital \$5,000,000.00

720 Burk Burnett Bldg., Ft. Worth, Texas

Speaking of bumper strawberry crops, E. L. Anderson, assistant engineer, picked two gallons at one picking.

F. H. Donaldson, trainmaster, recently spent a very enjoyable two weeks' vacation on "Little Piney."

M. W. Abernathy, formerly division accountant on the Eastern division, paid us a very pleasant visit May 23. Mr. Abernathy is with the I. C. C. at St. Paul, Minn.

Mr. and Mrs. F. L. Peters recently visited relatives in Cape Girardeau, Mo.

While in Kansas City June 11, John M. Stauffer and Homer L. Woldridge were caught in the "big parade" and John and Homer don't think much of parades, especially when they're trying to get to the station.

Another fish story. Rolive Jones, file clerk in the superintendent's office, told us he caught a two-pound catfish in White River.

## CENTRAL DIVISION

### STORE DEPARTMENT—CENTRAL DIVISION

KATHRYNE McMAHON, Reporter

Elton Sprouse and his wife, with their son, Jack, spent a week during June visiting relatives in Fort Worth, Texas, and Hugo, Okla.

Miss Grayce Heyburn, of the division engineer's office, has had as her guest, Mrs. Clarence Greer of Tulsa. During her stay in Fort Smith Mrs. Greer was the honor guest at many beautiful parties.

Miss Irene Woestmann, of the mechanical department, is spending her vacation in California. She is visiting

**BANKS ALONG THE FRISCO LINES**

**The Peoples Bank**

of Springfield, Missouri

WE APPRECIATE  
YOUR BUSINESS

OUR MOTTO

COURTESY, FAIRNESS AND  
EFFICIENCY

**4%**

On Savings Over \$500  
"Save with Security"

**SECURITY  
NATIONAL BANK**

Eighth, Between Olive and Locust



Open All Day—9 to 5

**BOATMEN'S  
NATIONAL BANK**

ST. LOUIS, MO.

**The Oldest Bank  
in Missouri**

A Safe Place for Savings  
Since 1847

*Successful Banking*

SINCE 1873

RESOURCES: Thirty-seven Million

**THE FORT WORTH NATIONAL BANK**

FRISCO DEPOSITARY

Main at Seventh Street

UNITED STATES DEPOSITARY

**THE UNION NATIONAL BANK**  
SPRINGFIELD, MO.

3% Interest Paid on Savings Accounts

4% Interest Paid on Time Certificates

*The Bank That Always Runs Strong*

**The American National Bank**

PARIS, TEXAS

Capital, Surplus and Undivided  
Profits, \$350,000.00

FRISCO DEPOSITARY BANK

**American  
Traders National Bank**

BIRMINGHAM, ALA.

Capital and Surplus \$5,000,000.00  
"FRISCO DEPOSITARY BANK"

*The Frisco System*

Furnishes every possible railway service

**The Central National Bank & Trust Co.**

Furnishes every possible banking service

FRISCO MEN!  
WE WANT  
YOUR BUSINESS

THE CENTRAL NATIONAL BANK  
AND TRUST COMPANY  
OF TULSA, OKLA.

in San Francisco, Los Angeles, Salt Lake and Denver.

W. F. Griggs accompanied his family to Springfield over the week-end of June 16th. Mr. Griggs returned home, while Mrs. Griggs and the children remained for a longer visit with relatives.

Earl Johnson will leave the latter part of July for his vacation, which he expects to spend fishing. He will also visit with his parents, Mr. and Mrs. Henry Johnson at Hugo. Mrs. Earl Johnson will visit with her father at Springtown, Okla.

Mr. M. L. Crawford has returned from Superior, Wisconsin, where he went to attend the funeral of his nephew, William Crawford, who died June 1st, in Pennsylvania.

Mrs. R. P. Manley and children, Norma Bell and Eugene, spent a week during June with Mrs. Manley's parents, at Cassville, Mo.

#### ENGINEERING DEPARTMENT— FORT SMITH, ARK.

GRAYCE HEYBURN, Reporter

We are pleased to report that Mrs. C. L. Mahan, who was recently operated on for acute appendicitis at Saint Edward's Mercy Hospital, has now improved sufficiently to return to her home.

Joe Monroe has been added to the force as chainman.

Since Mr. Hoover has been nominated, the great question is whether one should support a man of his profession or a party. A. S. C. E. members take notice. (American Society of Civil Engineers.)

Johnson Ehing is the first in the office to have vacation fever and will leave July 9th, for a two weeks' fishing trip.

Fort Smith is still getting along very nicely with its building program. Every day one can see new buildings that have been started. They are now breaking the ground for a masonic temple which will be the largest in the state.

Opie Little reports wonderful fishing around Natural Dam. You know the old story—the big one got away.

Kathryn McMahon is planning a vacation at Stevens Point, Wisconsin.

Kathryn says it is the most romantic place for a vacation, pretty cottages, pretty moon, lots of good-looking men, canoes, etc., etc. We know from past experiences that when Kathryn talks like that that some young fellow had better watch out.

There is an old saying that lightning never strikes in the same place, but according to certain members of the engineering department, especially Joe Monroe, this is not true. While making a survey the lightning struck a nearby fence and the entire party received a shock. Later Joe was getting a drink (of water) and the lightning again struck, charging the spigot, and Joe got a drink of electrified water. According to all reports no serious damage was done, but quite a scare was experienced by all.

Spring is here and with it an abundance of chiggers and snakes. For particulars ask James Shibley.

#### ACCOUNTING DEPARTMENT FT. SMITH, ARK.

FLORA BOLLINGER, Reporter

All members of the accounting department recently enjoyed a picnic at Fine Springs, Ark. The swimming was great, the fried chicken "just right" and it was unanimously voted to try it again real soon.

R. D. Williams, bill and voucher clerk, was a member of the winning team playing off a match between the Ft. Smith and Talihina, Okla., tennis clubs.

C. P. Hensley, completion report clerk, is spending part of his vacation visiting friends in Arkansas City, Kan., Tulsa and the "old home town".

Don B. Fellows, Frisco florist, Springfield, Mo., was a recent visitor in Ft. Smith and while here supervised setting out a number of plants and shrubs on Frisco property. Mr. Fellows had with him the loving cup that he won in the Rose Tournament in Tulsa, Okla.

Mr. and Mrs. H. A. Likins will spend their vacation at Walnut Grove, Springfield, and Bois D'Arc, Mo., visiting relatives.

The Frisco seems to be well represented in all sports. Johnson Ehing,

maintenance clerk, and E. F. Brittain, of the trainmaster's office, took an active part in the golf tournament recently held here.

Mr. and Mrs. C. E. Hickerson, St. Louis, formerly of Ft. Smith, were guests of Mrs. Hickerson's mother recently.

Mrs. C. L. Mahan, wife of the general foreman, B. & B., is rapidly recovering from an emergency operation for appendicitis.

Miss Grayce Heyburn, of the engineering department, spent a few days in Springfield, Mo., recently.

#### SOUTHWESTERN DIVISION

TULSA ZONE OFFICE  
TULSA, OKLA.

NELLE WHITE, Reporter

We are happy to report that the Tulsa Zone Office is now up-to-date, due to the good work of the office

## ANXIOUS

to serve

The

# Frisco



Columbus  
National Bank  
Columbus, Miss.

ESTABLISHED 1872

**THE MERCHANTS AND PLANTERS NATIONAL BANK**  
SHERMAN, TEXAS

Capital and Surplus \$1,200,000.00

Will Appreciate Your Account

**FIRST NATIONAL BANK** **4% and Safety**  
CHAFFEE, MO. Member Federal Reserve System

**The American National Bank** Okmulgee, Oklahoma

**American-First National Bank** Oklahoma City, Oklahoma

**FIRST NATIONAL BANK** OF BIRMINGHAM, ALA.  
FRISCO DEPOSITORY

employees. We are, therefore, enjoying our Saturday afternoons immensely.

Kenneth A. Bass, utility clerk, has his hair combed and his trousers neatly pressed. The woman in question is Mrs. Kenneth A. Bass, who has recently come to Tulsa to make her home.

Marguerite Hefren, comptometer operator, spent the week end of May 30, visiting relatives in her old home town, Cherryvale, Kansas.

Mary Van DeWalle, key punch operator, spent the week end of June 16, with her parents in St. Louis. No wonder she is all smiles.

Marie Kleyer, balance clerk, has just returned from her home in St. Louis, where she spent a few days of her vacation.

40th AND 43rd TRACK DIVISION  
SAPULPA, OKLA.

J. A. MacMILLAN, Reporter

Andrew Mack, foreman on East

Vinita section, is on a sixty-day vacation. John Green is relieving him.

Work of extending the passing track at East Tulsa to connect with the double track will start shortly. When it is completed it will speed up trains meeting at that point.

Charles Rudd is temporarily in charge of Catale section.

W. E. Peteet, foreman at Wyandotte, was a visitor at the office while he was attending court at Tulsa as a witness.

The 110-pound rail is now laid up to MP 388.5 or thirty-two track miles. Considering the heavy traffic on the Cherokee Sub, foreman Honey has made an excellent showing in laying this rail. Twenty-two miles of this rail have been surfaced by the surfacing gang directed by J. B. Key.

Ross Ward, foreman at Garnett, was suddenly called to the bedside of his father, who is reported in a serious condition. B. D. Newton is in charge during Ross' absence.

D. B. McCain has been assigned time-keeper on the surfacing gang.

OFFICE OF SUPERINTENDENT  
SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Mr. and Mrs. Matthew W. Connelly are rejoicing over the birth of a baby girl. Mr. Connelly is secretary to the superintendent.

Wall Paper, Paints, Glass and  
Interior Decorating

**Lee Savage Painting Co.**  
SPRINGFIELD, MO.

Phone 353 319 McDaniel St.

**Springfield's Leading Hotel**  
"Smiling Service"

**HOTEL OZARKS**  
100 Rooms—100 Baths  
FIREPROOF

## SPRINGFIELD ADVERTISERS

**FRISCO OFFICIAL  
AMBULANCE**

PHONE **742** PHONE  
**ALMA**

**LOHMEYER FUNERAL HOME**  
Springfield, Mo.

Office Phone 150 Res. Phone 2415-J

**STANDARD PLUMBING CO.**

Steam and Hot Water Heating

J. J. LAWLER, Proprietor

311 McDaniel St. SPRINGFIELD, MO.

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

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

**SERVICE ICE COMPANY**

Successors to  
**HAMMOND BROS. ICE & COLD STORAGE  
COMPANY**

Eastern Junction, Frisco Railway  
SPRINGFIELD, MO.

**WHOLESALE ONLY—CAR LOADS**

W. E. OGSTON, President and Treasurer

PHONE 623

**The Kucker Studio**

PHOTOGRAPHERS

BRUCE F. MAY, Manager

MILLIGAN BLDG., SPRINGFIELD, MO.

**"RAPID FIRE"**

WARM AIR HEATING SYSTEMS

**Reynolds  
Manufacturing Co.**

SPRINGFIELD, MO.

Warm Air Heating Supplies

Gray Iron and Semi-Steel Castings

**STOP AT THE  
COLONIAL HOTEL**

**THE LEADING HOTEL  
SPRINGFIELD, MO.**

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

Bob Hill, who left the service last December to enroll in Oklahoma "U", has returned to service as a chairman in the engineering department. Allen Groff also is back on the job as chairman. Warren K. Bartleson has been promoted to rodman. Neal S. Williams is a new member of the engineering staff. Mr. Williams is from a school of mines.

Frank Campbell recently motored to Cherryvale, Kan., to visit his grandmother and his father. Mr. Campbell's father recently returned from California. He is a former Frisco employee, having spent several years on this division as roadmaster.

Aaron Morgan, chief clerk, has been elected county commander of the American Legion. He has been instrumental in the Legion's traveling "Frisco" to many of its conventions and other affairs.

J. R. Montgomery recently spent three days at the Boy Scout camp. Mr. Montgomery is scoutmaster of a troop at Sapulpa.

Miss Ellas Thrasher attended the recent state convention of Lions, International, at Okmulgee. Miss Thrasher is accompanist for the O. G. & E. quartet which was on the program.

Mr. and Mrs. C. T. Mason attended commencement exercises at the University of Illinois. Their daughter Majorie, was a member of the 1928 class. Miss Mason was graduated from Stevens in 1926 and then entered Illinois.

C. E. Harris recently spent two weeks as a jurymen at Drumright.

The entire office force attended the joint picnic of the Tulsa-Sapulpa employees at Crystal City June 15. Miss Minnie June Kruse, W. M. Tucker and Walter Robinson, former office employees were the guests of the superintendent's office. Although now employed by oil companies in Tulsa they have never been weaned away from the Frisco and attend nearly all the functions.

#### TULSA, OKLAHOMA DEPOT

E. W. SHANNAHAN, Reporter

Dana McCool and wife, have returned from visiting Mr. McCool's father at Pittsburg, Kan.

David L. King and family are on a vacation and will visit Southern California and Salt Lake City, Utah.

The correspondent and wife were in Springfield May 30, and the correspondent reports the old home town has not changed too much.

We are glad that L. B. Remey, night ticket clerk, is O. K. again. He had trouble with his ankle.

W. P. Kent and family soon will spend a few days at Pittsburg, Kan., and in Chicago, Ill. Mr. Kent will leave August 15.

#### MECHANICAL DEPARTMENT WEST TULSA, OKLA.

L. A. MACK and J. N. PAISLEY  
Reporters

G. M. Jesse, roundhouse foreman, attended Shrine Ceremonials at Joplin and Muskogee recently.

D. R. Beeler, engineer, West Tulsa, attended the veterans' reunion at Springfield.

J. M. Warren, engineer, attended the veterans' reunion at Springfield.

Yard Engineer Hubbard, West Tulsa, recently was called home to Stephenville, Ark., account of serious illness of his father.

J. A. Taylor, engineer, is on vacation on his farm in Missouri.

Ira Scudder, engineer, Western division out of Enid, has returned to work from his vacation which he spent in Chicago.

R. A. Rorie, engineer, who has been away from duty account illness has returned to work and has taken passenger runs 4-15-9-10, between West Tulsa and Oklahoma City, vice Engineer McLaughlin, who was placed on engineer's extra board at Oklahoma City.

Jasper M. Cheek, engineer, West Tulsa, is recuperating at the Frisco Hospital, St. Louis, from an operation.

J. T. Phillips, engineer, is ill. We wish him speedy recovery.

C. M. Campbell, engineer, who has been ill, has left the Frisco Hospital, St. Louis, and is recuperating at his home in Florida.

A. Wortman, engineer, who has been ill, has returned to work at his old job on the east local.

S. M. Ferguson, inspector, West Tulsa, has been transferred to Yale, Tenn., as back shop foreman. We wish him the best of luck in his new position.

H. C. Price, inspector, formerly on second trick has taken the first trick vice S. M. Ferguson, transferred.

J. N. Paisley, car clerk, steno, and my fellow reporter on the magazine, is in the Springfield Hospital account illness. We wish him speedy recovery.

William Boone, fireman, Enid, Okla., is still in the hospital account illness but is reported recovering nicely.

We have three delegates to the firemen convention being held in San Francisco. They are A. C. Alexander, engineer, West Tulsa; Sam Daniels, fireman, West Tulsa, and Tom Freeman, fireman, Oklahoma City. The families of the first two accompanied them.

Charles Fischer, fireman, Oklahoma City is on vacation.

Noah Hamilton, fireman, is still ill.

H. H. Martin, engineer, Oklahoma City, is on vacation.

L. H. McCann, fireman, is in the Frisco hospital at Sherman, account illness.

George Abramovitz, tool room attendant, is recuperating from an illness on his farm at Peirce City, Mo.

W. R. Briscoe, fireman, Afton, Okla., is away from duty account personal business.

We are very glad to hear of the re-appointment of F. E. Bates, engineer, as road foreman of equipment at Enid. Mr. Bates' territory covers the Western division and we are pleased to have him with us again.

#### OFFICE OF GENERAL AGENT OKMULGEE, OKLA.

ELMA WILLIAMS, Reporter

G. A. Brundidge, accompanied by A. J. Peters, president of the American National Bank, attended Frisco Derby Day at Tulsa, May 26, as guests of J. W. James, executive general agent.

Mrs. V. W. Rikard, wife of the rate clerk, and Mrs. Key F. Wilhelm, wife of the demurrage clerk, are visiting relatives in California.

On Decoration Day Wilhelm, demurrage clerk, and Rikard, rate clerk, went

## CENTRAL BOARDING & SUPPLY COMPANY

### COMMISSARY CONTRACTORS

F. J. ENGLEMAN, President  
G. I. FITZGERALD, Vice-Pres. and Sec'y  
CHAS. GRAY, Manager, Springfield, Mo.  
GUY KRESS, Supt., Springfield, Mo.  
J. P. McDONALD, Mgr., Chicago, Ill.

M. S. ENGLEMAN, Vice-President  
E. B. SHARKEY, Manager, Ft. Worth, Tex.  
NEAL RAMEY, Manager, Dallas, Texas  
G. R. PIERCE, Supt., St. Louis, Mo.

General Office  
1205 Bd. of Trade Bldg.  
KANSAS CITY, MO.

Branch Offices  
ST. LOUIS, MO.  
SPRINGFIELD, MO.  
FT. WORTH, TEX.  
DALLAS, TEXAS  
CHICAGO, ILL.

The Frisco Policy to guarantee the safety of their employees  
is further carried out by their purchase of  
**Marathon Brand Sterilized Wiping Rags**

**G. MATHES COMPANY**

St. Louis, U. S. A.

# Freight Cars

THE immense volume of commerce in the United States and the long railroad hauls required to transport many of the materials used has made it necessary to provide rolling stock capable of handling freight in large quantities. To meet this demand with the least possible amount of non-revenue load-weight of equipment-freight cars built for use on American railroads have been increased greatly in size and capacity in the last two decades; cars ranging upward to 120-tons each in capacity have been built. This increase in size has required careful design and construction in order to provide ample strength to withstand the severe service but with the use of only a minimum amount of material.

The increased cubical capacity has necessitated cars of greater length since railway line clearances place a limitation on the height and width and this in turn necessitates a greater distance between truck centers which, together with the severe stresses encountered in the operation of the heavy trains, renders the design of car underframes a matter of vital importance. The use of all-steel underframes has become universal for practically all classes of freight cars, particularly for those cars intended for handling heavy materials, such as coal and iron, or ores in bulk; in many cases the body framing also and frequently the entire car is constructed of steel. The use of wood has practically been abolished in car truck construction and the use of cast steel, pressed and forged steel, or rolled steel parts has become general.

In 1924, there were more than 3,000,000 freight equipment cars on the railroads of the United States. Of these about 264,000 were privately owned; about 2,618,000 were operated by the railroads in revenue service—transporting revenue producing freight; the remainder consisted of caboose cars for freight train service and various other types of cars, such as ballast cars and other equipment used by the Maintenance of Way Department. These cars are divided into several general classes or groups; box and other closed top cars; open-top cars; other revenue cars; and non-revenue cars.

(ED. ADV.)

fishing. Stories told by these two gentlemen do not agree. One says the fish was four feet long and the other says it was ten feet long. However, they both agree that the method of catching it was hypnotism.

Mrs. G. A. Brundidge, wife of the general agent, has returned home from Chicago after visiting her son, M. M. Brundidge, and Mrs. Brundidge.

Mrs. Thelma I. Cobb, extra clerk, returned from Ardmore May 29, after a short visit with her brother and his family.

Howard F. Brown, assistant to the agent at Okmulgee, reports business is good since tourist rates are in effect and that week-end outing sales are picking up.

Charles A. Beard, operator, recently returned from the Frisco hospital, St. Louis.

Mrs. H. T. Wood, wife of the chief clerk, and children, are making a short visit with relatives in Sasakwa.

Blanche K. Hicks, maintenance timekeeper at Enid, was an Okmulgee visitor June 10.

Hazel C. Jackson, bill clerk, and a party of friends drove to Siloam Springs, Ark., June 10. A fine time was reported in spite of showers.

#### OFFICE GENERAL AGENT OKMULGEE, OKLA.

D. B. McCAIN, Reporter

Mrs. V. W. Rikard and Mrs. K. F. Wilhelm and son, recently visited relatives in Texas.

Mrs. D. B. McCain and daughters, Catherine and Virginia, are visiting relatives in Tennessee.

Mrs. G. A. Brundidge recently visited her son, Moses, who recently moved to Chicago.

Lee Welch is visiting in St. Louis and was relieved by C. T. Fine, who recently was transferred to the Sapulpa relay office. M. Buttram is now working the job.

#### CITY TICKET OFFICE TULSA, OKLA.

PHIL F. ATKINSON, Reporter

The boys in the city office are beginning to think about vacations, but we all realize very well that it will be some time before any of us can be away from the office, because of the fact that we are in the midst of the summer tourist rush. Summer tourist business this year so far has been very good, in fact, it is better than during the preceding years. Here's hoping it continues to be that way.

The Frisco Lines recently secured another special party move of the Trans-Continental Oil Company officials. The party left Tulsa on the night of June 2 on train No. 117, using that train to Ft. Worth, thence T. & P. No. 1 to Sweetwater, Tex., from which point a special train was operated to Rankin, Tex., via the K. C., M. & O. Railway. For the accommodation of this party one twelve-section drawing room car and one private car, "National," were used, the latter being fully stocked to provide meal service for the entire party during its stay at Rankin. Round-trip transportation was issued at the city ticket office covering the entire movement, the transportation being the minimum requirement of twenty-five tickets for each car used. Moves of this nature are a great help in boosting the earnings of the railroad and are secured only after hard work on the part of the passenger agent. This is the second tour of the Trans-Continental Oil Company officials this season and the writer is of the opinion that the satisfactory manner in which the previous move was handled was a great help in securing the latter one.

D. M. Hickox made a short visit in Oklahoma City recently.

Our old friend, Paul Buesse, visited in Tulsa during the last week in May. Paul looks fine and says he is beginning to like St. Louis just a little more than at first.

During the last week of May Tulsa was host to the national Presbyterian assembly. Approximately twenty-five hundred delegates attended this convention. The Frisco Lines handled the majority of the delegates and both city and depot ticket offices were rushed for several days prior to the departure of the delegates. The hustle and bustle of that convention gave the writer a vague remembrance of that very memorable American Petroleum Institute in December, 1926. Many extra cars were operated on all trains leaving Tulsa on May 29 to 31, and a second section of Train No. 10 was operated on May 30. This train consisted of thirteen cars, one of which was operated through from Tulsa to Philadelphia via Frisco, St. Louis, thence B. & O. Railroad.

#### GENERAL YARDMASTER'S OFFICE OKLAHOMA CITY, OKLA.

G. K. HORNUNG, Reporter

Another new feature at the east yard is the sanitary drinking fountains installed by the water service department recently. This system does away with the public drinking cup and the five-gallon water bottles, and also saves considerable ice.

A. T. Estes former car clerk, was a recent visitor. "Andy" is working for the Rock Island at Shawnee, Okla.

W. B. Bartley, switchman, and Dee Overton, pilot, are the proud owners of new homes purchased a few weeks ago. Mr. Overton's new home is located in the suburbs south of the city.

Charles Fisher, yard engineer, and Mrs. Fisher are in San Francisco, Cal., attending the firemen's convention; Mrs. Fisher is a delegate to the convention representing the Women's Auxiliary of Oklahoma City.

W. C. Riley, switchman, and Mrs. Riley have gone to Indianapolis, Ind., to visit relatives, and to witness the graduation exercises of the nurses training school at that point. Their daughter, Elizabeth, is a graduate from the school this year. We are expecting "Chuck" to have several good yarns to tell us when he returns.

P. D. Sheehan, general yardmaster, is the first yardmaster to take his annual two weeks' vacation. J. H. McMains is taking Mr. Sheehan's place, and J. W. Bryant is acting yardmaster at the south yard in Mr. McMains' place.

The Travelers Protective Association held its national convention at Oklahoma City, week of June 10. Delegates to this convention traveled to Oklahoma City in two special trains from St. Louis, via the Frisco Lines. Many compliments were heard relative to the service given the delegates riding on these special trains.

Furman Wade is the new motor bus driver working nights.

P. C. Crosby, conductor, has returned from Cleveland where he attended the national convention of the railway trainmen. Mr. Crosby was a delegate from the Oklahoma City Lodge.

#### ACCOUNTING DEPARTMENT SAPULPA, OKLAHOMA

V. L. THOMAS, Reporter

Mr. and Mrs. W. R. McDonough have returned from a two weeks' vacation in Southeast Missouri.

Believe it or not, L. A. Wright brings in the story, for the benefit of all fish-

Against Accident and Illness Use  
CONTINENTAL Protection

### THE SERVICE SUPREME

CONTINENTAL SERVICE may be depended upon.

A CONTINENTAL POLICY MEANS PEACE OF MIND AND A PAY CHECK WHEN EARNINGS FROM YOUR OCCUPATION ARE STOPPED.

CONTINENTAL representatives may be found on every railroad division in the United States and Canada.

## Continental Casualty Company

H. G. B. ALEXANDER, President

### Chicago

General Offices: Chicago, U. S. A.

Canadian Head Office, Toronto

#### CUT OUT AND MAIL TODAY

Continental Casualty Company,  
910 Michigan Avenue, Chicago, Ill.

I am employed by the FRISCO SYSTEM

..... Division  
Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees in the United States and Canada.

My age is.....

My occupation is.....

NAME .....

ADDRESS .....

ermen, that he landed a four-pound large-mouth bass on a fly rod, Memorial Day, using a red squirrel tail fly. This is Leonard's idea of a perfect day.

John Gillis and wife recently enjoyed a two weeks' vacation in Springfield, Mo. Mr. Gillis, a talented violinist, was originally supposed to have gone on a two weeks' trip with the famous "Cat Fish Band", of Sapulpa, Okla., but complications at the last minute prevented him from doing so.

Bert H. Betts, traveling timekeeper, spent a few days in the office during June. Everyone in the office was enthused over the youthful looks of Bert.

Practically every member of the office force took part in the Frisco picnic which was held at Crystal City Park, near Tulsa, June 15.

We regret very much the death of Leslie D. Snyder, former shop accountant in this office. Mr. Snyder came to Sapulpa in 1920 and worked in the transportation department before transferring to the accounting department. During his confinement in the Veterans' Hospital at Muskogee, Okla., the office kept in close touch with him and we were deeply interested in his welfare. Mr. Snyder was a member of the Masonic lodge of Sapulpa, a member of the American Legion and an active member of the Baptist church.

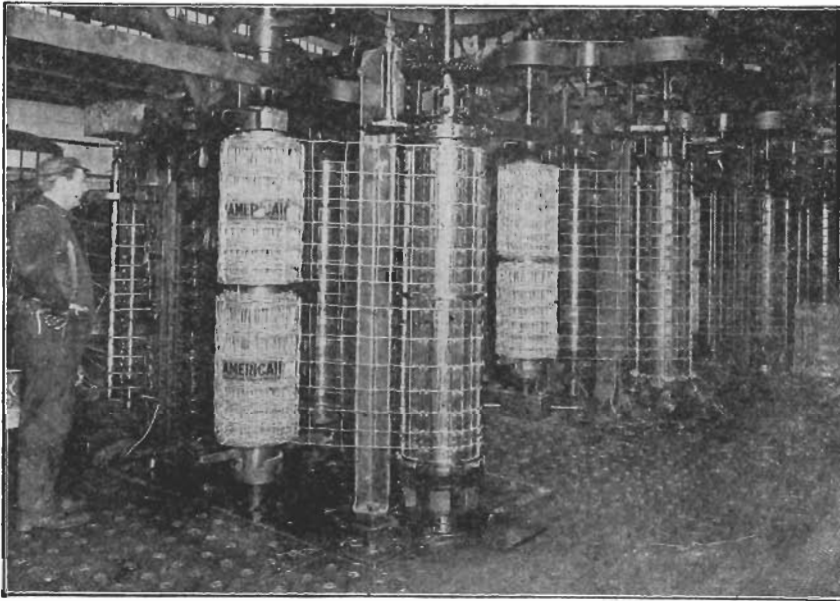
#### EXECUTIVE GENERAL AGENT'S OFFICE—TULSA, OKLA.

R. M. McGLASSON, Reporter

The vast potato movement in Oklahoma is about to begin and the "Frisco" is lined up to give the best possible handling and am sure we will get our share of the crop.

The newest addition to the Frisco Family here is Master Charles A.

# American Railroad Fencing



**MAKING AMERICAN FENCE.** Showing machines making two rolls of fence at one time, a practice introduced by the American Steel & Wire Company, for the most economical production. These machines are the most perfect in the world, mechanically joining by the famous hinged joint, the upright and horizontal wires.

## MAKING STORING ERECTING

For the benefit of the Frisco Employees, especially those whose duty it is to protect the Right-of-Way, we are telling on this page in a few words, how American Woven Wire Fencing is made and how its life can be increased by caring for it properly while in storage.

**MAKING AMERICAN WOVEN WIRE FENCING**—After selecting the proper kind of steel for fencing, our expert wire workers draw it into round full gauge wires. The wires are then cleaned and covered with a heavy uniform coating of galvanizing to protect them from rust. They are then coiled and moved to fence weaving department where they are fed into wonderful machines, as illustrated, and manufactured into strong sturdy fencing. The horizontal or line wires are spaced as may be best suited for railroad use and the stay or upright wires are woven in every six, twelve or twenty-four inches as may be specified. The stays are fastened to the horizontal wires with the famous American Hinge Joint which prevent the fence from being crushed under pressure. Tension Curves, which act like springs, are built into every line wire—spaced six inches apart. These curves make it possible to stretch the fence as it should be stretched and still provide for proper expansion and contraction under temperature changes. The curves will not pull out, but stand there doing duty year after year. Everything possible is done to make American Fence the Standard of the World. It leaves the factory in perfect condition and when it reaches you it must not be handled like junk, but properly stored until used.

**STORING FENCING**—The ideal place to store fencing is in a clean warehouse where it will be protected from destructive chemicals as coal, soft coal smoke and cinders contain sulphur which attacks and destroys zinc. If it is not convenient to put the fencing in a warehouse, store it on boards—not on the ground. Cinders, ashes, lime, cement, plaster and other chemicals which are destructive of galvanizing may be mixed with the earth and not seen by the eye. A little care in storing fencing may save your road a lot of money.

To give proper service, fencing must be properly erected on strong end posts and well stretched. Lack of space prevents us from saying much about fence building on this page, but we have published an interesting book about fencing for railroads in which we tell about the different specifications adopted by roads and how to build fencing on wood or steel posts. Every roadmaster or employee interested in fence construction should have a copy. Write to our nearest office for a free copy of our Railroad Fence Book.

## American Steel & Wire Company

### SALES OFFICES:

CHICAGO, 208 So. La Salle St.  
ST. LOUIS, 506 Olive St.  
KANSAS CITY, MO., 417 Grand Ave.  
SAN FRANCISCO, Russ Bldg.

DALLAS, Praetorian Bldg.  
DENVER, First National Bank Bldg.  
LOS ANGELES, 2087 E. Stausson Ave.

Pendleton, born June 10 to Mr. and Mrs. W. L. Pendleton, and who, starting in his father's foot steps the very first day, made some effective solicitation, being the direct cause of "Frisco" routing being stated on material for the new addition of the hospital in which he was born.

It is reported that fifteen new wells soon are to be drilled in the Little River pool of the Seminole field, which should further our cause of more traffic.

Vacation season is here. R. C. Culter, soliciting freight agent, is now on his. F. L. Castle, assistant rate clerk, left the eighteenth and the undersigned has had his, which was enjoyed very much.

#### FREIGHT AND PASSENGER DEPARTMENT—OKLAHOMA CITY

VICTORIA WALKER, Reporter

A. W. Harrison, chief clerk, freight department, returned to work June 5 after a two weeks' vacation which he spent "loafing" in the city.

Miss May Mee Cerveney spent the week-end May 21 visiting her parents at Prague, Okla.

J. K. Oliver, traveling passenger agent at Memphis, was an office visitor June 1. Mr. Oliver accompanied two special cars of Ward-Belmont College students from Memphis to Oklahoma City. The students were enroute from Nashville, Tenn.

R. O. Hopkins accompanied two special chair cars, containing eighty-two Rainbow Girls, from Oklahoma City to Muskogee, June 10.

Two special cars containing forty T. E. Braniff Investment Company representatives, were handled to St. Louis June 9. These people were enroute from Boston to attend a meeting at the home office. J. L. Douglas accompanied the cars to St. Louis.

Mr. and Mrs. J. L. Douglas spent the week-end of May 26 visiting friends in Tulsa.

Mr. and Mrs. M. G. Buffington attended the recent meeting of Associated National Traffic Clubs at Los Angeles.

Mrs. L. W. Price recently returned from a trip to Boston and Toledo.

#### TULSA FREIGHT OFFICE TULSA, OKLA.

MARY JENKINS, Reporter

Here they come! Each day the globe trotters come in carrying time tables galore covering all parts of the world where one can spend an enjoyable vacation. Anticipation is running high even if it never materializes.

Allen Lewis, O. S. & D. clerk, attend-

ed the Kentucky derby along with Andy Gump. Both vied for honors as the best dressed man.

Mrs. A. C. Carl, wife of the receiving clerk, and son, Leslie, left June 16 for Marsland, Neb., to visit Mrs. Carl's brother, Lew Walker. Mr. Walker has a 1,200-acre ranch, so it looks as though they will spend a very pleasant vacation.

Over the blues! Pennant again hanging in its old familiar place on the wall of the Tulsa warehouse.

Robert Bash, son of Fred Bash, warehouse foreman, was graduated from Tulsa University, class of '28.

Irene Elizabeth Bryan, daughter of W. A. Bryan, chief rate clerk, is visiting friends in Dennison, Sherman and Ft. Worth, Texas.

"Kid" Warren, yardmaster, says "That's my story and I am going to stick to it. Believe it or not". "Kid" has just returned from a fishing trip near Flagstaff, Ariz., and this is the story:

He was out fishing and thought he had hooked a big fish. Old reel was bending double and called Fay (his son) to come and assist him. When same was landed he had a two-pound crapple on his own hook and wound around his line was another reel and line with a good-sized bass on it. Now believe it or not.

Irene Doling, secretary to the agent, accompanied by her mother and sisters, Peggy and Jeanne, started to motor to Springfield, Mo., June 9, but encountered high water at Carthage, Mo., and was compelled to turn back.

Elza Johnson, chief claim clerk, and Floyd Payne and H. H. Shumate recently went up on Boggy and Blue rivers and Mossy lake, near Boswell, Okla., on a fishing trip. Some good fish stories floating around since their return.

The Dirty Double Dozen has again

taken up activities. The gang sneaked out from under covers at 4:45 A. M., May 30, and attended a very bountiful sunrise breakfast at Parthena Park.

#### OFFICE OF SUPT. TERMINALS WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

Mrs. H. M. Stephenson, Iola, Kan., recently visited her sister, Miss Edna Wooden, and attended the Frisco picnic held at Crystal City Park, near Tulsa, June 15.

Harold Offield, yard clerk, has returned to work after having been called to his home account illness of his mother.

John Overstreet has returned from a visit with his mother at Marionville, Mo.

Francis Hayden, yard clerk, recently accompanied his wife and little daughter as far as Kansas City on their way to Seattle, where they went to spend several weeks with Mrs. Hayden's parents.

We are glad to see John T. Brant back at work after a prolonged absence account an injury.

G. R. Warren and sons, Faye and R. L., have returned from a two weeks' vacation spent in Arizona. Part of the time was spent fishing and Mr. Warren looked awfully serious when he reported they caught four hundred pounds of fish.

Miss Frances Harrison is home from the University of Oklahoma to spend the summer with her parents, Mr. and Mrs. George Harrison.

H. J. Bailey, yardmaster, has purchased a new Chevrolet coupe.

PHONE 5871  
Estimates Cheerfully Submitted

**W. H. SHARP**

Contractor

PLASTERING - STUCCO

1301 Roanoke, Springfield, Mo.

**Sherrill Oil Co.**

GASOLINE, KEROSENE, OILS

Fuel Oil in Cars or Over Docks

PENSACOLA, FLORIDA

**The Producers Sand Co.**

Producers and Shippers of the

"HOUND TOOTH SAND"

SCREENED AND WASHED

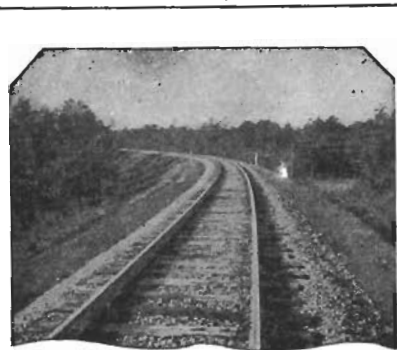
BIG ARKANSAS RIVER CHANNEL SAND

307 National Bank of Commerce Building

Telephone 3-4272

P. O. Box 2133

TULSA, OKLAHOMA



**For better concrete  
culverts and bridges**

Photo, above, shows part of "50 miles of excellent track" between Carbon Hill and Birmingham in which

**"ENSLEY" & "ALA CITY"**  
**BASIO SLAG**  
CRUSHED & SCREENED

was used exclusively as road ballast. The Frisco Railway has used thousands of tons of basic slag for road ballast in the Birmingham-Memphis division—and each year hundreds of tons goes into the building of concrete bridges and culverts.

**Birmingham Slag Co.**

Slag Headquarters for the South

BIRMINGHAM, ALA.

FOR GOOD SERVICE

**HYMAN-MICHAELS CO., St. Louis, Mo.**

Rails, Rolling Stock, Track Equipment

HOUSTON

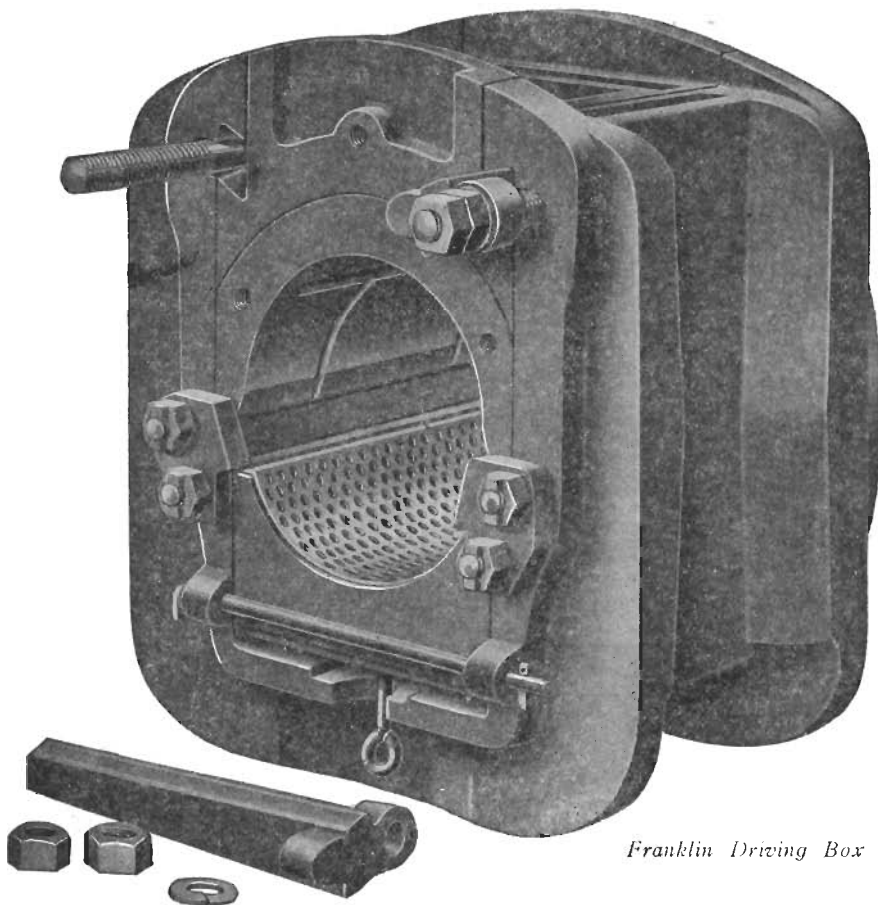
NEW YORK

SAN FRANCISCO

Home Office, 122 S. MICHIGAN AV., CHICAGO, ILL.

# CONTROLLING LOCOMOTIVE MAINTENANCE

*How the Problems Introduced by Larger Locomotives Are Being Overcome*



*Franklin Driving Box*

**W**ITH the weight and size of locomotives increasing, the problem of locomotive maintenance becomes correspondingly more difficult. Not only does the increase in size and weight make the work of repairing the modern locomotive more of a task, but the investment in a single motive power unit is now so great that holding it out of service for even a little while results in the loss of a good deal of money for the company. There is, of course, no question but that the modern locomotive can do a far more economical job and that the resulting economies vastly outweigh the increase in maintenance expense involved in the better locomotive. Locomotive designers and specialists in locomotive equipment are fully alive to the necessity of making the modern locomotive more productive by holding in check the maintenance on parts which most frequently cause an engine to be taken out of service. They have made good progress in reducing some of the most frequent causes of maintenance.

Probably the most troublesome item of routine maintenance and one of the most expensive is that involving the

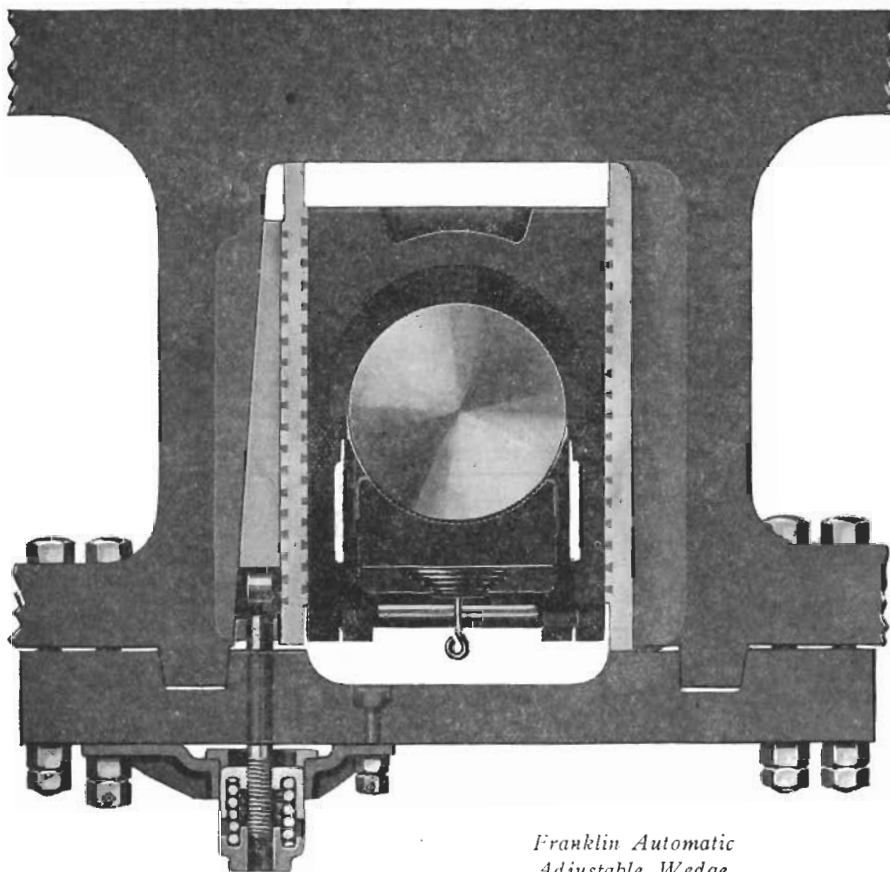
renewal of bushings and brasses. This has been given particular attention and not only has a serious effort been made to check the development of trouble in these parts, but recent improvements in locomotive design have made it easier to effect replacements.

Keep running gear in condition and you keep up the whole tone of the locomotive. When you consider that a piston thrust with 200 pounds of steam pressure often represents a force of over 100,000 pounds, it is easy to understand why bearings soon pound out if there is any lost motion in the driving boxes. Excessive pounding in driving boxes and all the attendant evils are reduced on the modern locomotive by the use of the Franklin Automatic Driving Box Wedge.

This device automatically takes up the lost motion that develops in the driving boxes and thus maintains the highest degree of efficiency in the engine. The Franklin Wedge differs from the conventional type in consisting of two plates—the adjustable plate and the floating plate. The adjustable plate is tapered on one side to correspond with the taper of the frame. The floating plate has straight sides

and is placed between the driving box and the adjustable wedge. The floating plate is made only slightly shorter than the distance between the binder and the top of the pedestal jaw so that its movement is limited to approximately  $3/16$  of an inch. Any up or down movement of the box in the frame causes the floating plate to move with it to the extent of the floating plate's clearance, and when the box moves upward, the floating plate moves up. When the box moves down, the floating plate and the adjustable wedge both move down slightly, so as to pull the adjustable wedge away from the taper on the frame. This slight movement always keeps the surface free and prevents sticking, and the spring pressure on the adjustable plate holds them normally in contact. The slight clearance allowed by the movement of the floating plate is not sufficient to allow the box to pound. Thus the Automatic Wedge maintains proper adjustment under all conditions.

Nevertheless, brasses and bearings are bound to wear and require replacement. Locomotive driving box brasses are a maintenance problem entirely out of proportion to the importance of



*Franklin Automatic  
Adjustable Wedge*

the parts involved. Ordinarily the removal of the driving box brass or the rebabbiting of a hub face involves the removal of the side rods and the dropping of wheels. This preparatory work constitutes a large proportion of the maintenance expense and has been put up with largely because we have inherited the existing style of driving box from many years back when the unwheeling of the comparatively light locomotive was not the serious task that it is today.

Engineers have been studying this problem for a long time and have finally worked out a new design of driving box with which the journal bearings can be removed and replaced without disturbing the rods or wheels. Even though the box itself needs removal for rebabbiting, the wheels do not have to be dropped. Thus the Franklin Driving Box has simplified an annoying maintenance problem that unduly holds locomotives out of service.

The conventional driving box has the sides and the top cast integral. The bottom is open and contains a separate, removable lubricating cellar. The bearing is forced into the box under heavy pressure. Since it is impractical to provide a bearing surface on the removable cellar, such a box has a break in the bearing surface between the hub face and the driving wheel. This undesirable feature is remedied in the Franklin Driving Box by coring out the bottom portion of the box to form a receptacle for the lubricator and leaving the outer or hub wall, solid, which, together with the bearing and retainer, forms a complete circular bearing for the hub face of the wheel. This hub face is lined with a bronze, thus improving the bearing surface.

In order to remove the bearing or to reline the hub face of the ordinary driving box, the wheels and axle must

be dropped and removed. This means a delay in getting a locomotive back on the road. Because of the excessive cost of this operation, it is usual to permit the bearing and the hub face to become worn much more than is desirable before it is renewed. But with the Franklin Driving Box the bearings are readily renewable and the entire driving box may be removed from the locomotive without disturbing the wheels. The two sides and bottom of the Franklin Box are integral as opposed to the two sides and top of the customary design. The bearing of the Franklin design of box is somewhat similar in shape to the ordinary crown bearing, but has flat sides which fit between the vertical members of the box. The bearing of the Franklin Box is held in place by a bearing retainer which rests on the bearing and transmits thereto its proportion of the weight of the locomotive. This retainer and the bearings are clamped together and held immovable by two tapered wedges, the bearing surfaces of which are shaped to lock the parts together. The bottom portion of the box is cored out to form a receptacle for the lubricator. The outer or hub wall of the cavity is solid, forming with the bearing and retainer a complete circular bearing for the hub face of the wheel. Abutments are provided on the inner end of the box to prevent an endwise movement of the bearing. On the top of the bearing is a ridge which fits into a corresponding groove cut into the bearing retainer. This prevents any end movement of the bearing retainer. This interlocking makes the construction equivalent to an integral box, bearing and cellar.

The first step in the renewal of a crown bearing is to remove the load from the top of the box by unshackling one end of the driver spring or any

equivalent method for which the shop is equipped. The saddle is then lifted sufficiently to clear the box. Then blocks are placed between the binder and the box so that the latter can drop about  $\frac{3}{4}$  of an inch. After this, the nuts are removed from the two bearing retainer wedges and the wedges forced out. Then the cast steel bearing retainer is withdrawn by inserting a stud or bolt in the  $\frac{3}{4}$ -inch tapped hole. The driving box will then drop down sufficiently for the retaining lugs on the bearing to clear the recesses in the shoulder at the sides of the box. The bearing can then be withdrawn in the same manner. In removing the bearing, it is not necessary to remove the main or side rods or the shoes and wedges.

When it is necessary to reline the hub face of the box, the spring or spring rigging must be unshackled and the bearing and bearing retainer removed. In addition to this, it is necessary to remove the pedestal binder. The box is supported by a jack, prior to the removal of the binder. The box will then pass over the axle as the distance between the jaws is slightly greater than the diameter of the journal. The hub face can then be relined or if necessary, a new box can be substituted. It will be noted that all this is done without lifting the engine.

The Franklin Driving Box is interchangeable in all respects with present driving boxes and the greater facility with which new bearings or new faces can be applied makes it much easier to keep the locomotive in first-class condition, besides reducing the cost of the work and what is more important the time the locomotive is held out of service. The Franklin Driving Box will permit renewal of the bearings and hub faces during the time in which the engine is waiting in the roundhouse between assignments.

(ED. ADV.)

## LITTLE BAYOU MILL CO., Inc.

MANUFACTURERS OF  
AND DEALERS IN

**BUILDING MATERIAL**

Office and Mill, Little Bayou  
PENSACOLA, FLA.

## THE Clemens Coal Co.

Miners and Shippers of

**Southern Kansas Coal**

PITTSBURG - KANSAS

## ATLAS COAL

Henryetta Fuel Company

Henryetta, Oklahoma

McALESTER, WILBURTON,  
COLORADO

and

## HENRYETTA

## ST. LOUIS STRUCTURAL STEEL COMPANY

Design, Fabrication and Erection of  
**BRIDGES, BUILDINGS, BARGES, CAISSONS**  
P. O. Box 1275 ST. LOUIS, MISSOURI

### CARY & COMPANY

COAL MERCHANTS  
EXPORT—BUNKER—DOMESTIC  
and Dealers in  
BUILDERS' SUPPLIES  
The Only Coal Yard on the Frisco at  
Pensacola  
TWO YARDS FOUR PHONES  
19 EAST GARDEN STREET

### The Locomotive Finished Material Co.

ATCHISON, KANSAS  
FOUNDERS and ENGINEERS  
High Grade Grey Iron and Steel Castings  
for Railways—Finished or Rough  
Finished Locomotive Cylinders a Specialty  
Equipped to make large Grey Iron  
Castings up to 25 tons.

### Vulcan Rivet Corporation

BIRMINGHAM, ALA.

**RIVETS — TRACK SPIKES**

Works and Office: Dolcito Junction, Ala.

FRISCO ties, timbers and piling have their life greatly prolonged by preservative treatment at the SPRINGFIELD, MO., and HUGO, OKLA., PLANTS of the

## AMERICAN CREOSOTING COMPANY

INCORPORATED

LOUISVILLE & KENTUCKY

# SYMINGTON

*Malleable Iron and Steel Journal Boxes  
for*

PASSENGER AND FREIGHT EQUIPMENT

**FARLOW DRAFT ATTACHMENTS**

THE SYMINGTON COMPANY

NEW YORK  
BALTIMORE

Works: ROCHESTER  
CHICAGO

ST. LOUIS BOSTON  
SAN FRANCISCO

# HOBBS TIE & TIMBER CO.

Railroad Cross Ties, Switch Ties and Lumber, Poles and Piling

1965-66-67 RAILWAY EXCHANGE BLDG.  
ST. LOUIS, MO.

*We Help Make the Frisco Safe*

## MEMPHIS STONE & GRAVEL CO.

Miners and Shippers of  
Crushed, Graded and Carefully Prepared  
Famous Cementing Kentucky Gravels  
Also Tishomingo and Camden Gravels for Streets and Roadways  
Railroad Ballast a Specialty

MEMPHIS, TENN.

LOCATION OF QUARRIES  
Gravel Switch, Ky., I. C. Ry.  
Camden, Tenn., N. C. & St. L. Ry.  
Parsons, Tenn., N. C. & St. L. Ry.  
Oldham, Miss., Southern Ry.  
Gravel Siding, Miss., Southern Ry.  
McCulloch, Ala., Frisco, R. R.

GENERAL OFFICES  
1630-33 Exchange Building

Cumberland Phone 6-4015  
Long Distance Phone 6-2398

## KERITE



For Signal  
Service, Car  
Wiring,  
Lighting and  
Power  
Service

**KERITE INSULATED WIRE & CABLE COMPANY**  
NEW YORK CHICAGO

## CHAS. R. LONG, JR. COMPANY

LOUISVILLE — CHICAGO — ST. LOUIS

*Manufacturers of*  
All Kinds of Railway and Industrial  
Paints, Varnishes and Lacquers

## VILOCO RAILWAY EQUIPMENT CO.

CHICAGO

*For Dependable Service*  
"VILOCO" Pressed Steel Brake Step  
"VILOCO" Automatic Rail Washer  
"VILOCO" Bell Ringer  
"VILOCO" Exhaust Pipe  
"VILOCO" Improved Sander  
"VILOCO" Floating Journal Bearing

## Owens Paper Box Co.

413-415 N. First  
SAINT LOUIS



MANUFACTURERS  
OF

PLAIN AND FANCY BOXES

## Warden Pullen Coal Co.

MINERS and SHIPPERS

HENRYETTA - OKLAHOMA

## Wise Buchanan Coal Co.

MINERS and SHIPPERS

HENRYETTA - OKLAHOMA

## The Starr Coal Co.

MINERS and SHIPPERS

HENRYETTA - OKLAHOMA

## ROQUEMORE GRAVEL CO.

MONTGOMERY, ALA.

The South's Largest Producers of

**SAND AND GRAVEL**

SALES OFFICES:

Lincoln Life Bldg.,  
Birmingham, Ala.

Bona Allen Bldg.,  
Atlanta, Georgia

## BIND YOUR RECORDS

Into Permanent Books



Adopted by general and local offices of every large railroad in the United States



BINDING MACHINES  
PERMANENT BINDERS  
LOOSE LEAF DEVICES FOR  
ALL PURPOSES



### McBee Binder Co.

New York      St. Louis      Athens  
Cleveland      Chicago

## GRIDER COAL SALES AGENCY

Mine Agents

OVER 3,000,000 TONS ANNUALLY  
BEST GRADES ALABAMA STEAM AND DOMESTIC COALS

*Railroad Fuel a Specialty*

1414-18 American Trust Bldg., Birmingham, Ala.

Tiger Brand Superb Linseed Oil  
ABSOLUTELY PURE  
**THE FREDONIA**  
**Linseed Oil Works Co.**  
FREDONIA, KANS.

**John V. Boland Construction Co.**  
CHIMNEYS, CONCRETE and BRICK  
FURNACES  
OIL STILLS and BOILER SETTINGS  
CHICAGO OFFICE: Stock Exchange Bldg.  
Chemical Bldg. ST. LOUIS, MO.

## A. JOHNSTON, JR. & COMPANY

Railway Fencing Contractors

1733-37 W. Austin Ave.      Chicago, Ill.

### The FRISCO

uses NATIONAL TRAIN CON-  
TROL and will be glad to give  
others the facts and figures on  
its Simplicity, Reliability, Low  
Cost and Low Maintenance.

### The National Safety Appliance Co.

Railway Exchange Bldg. — CHICAGO, Ill.  
57 Post Street — SAN FRANCISCO, CAL.

MINES ON THE FRISCO AT CARBON HILL, ALABAMA

## MOSS & McCORMACK

MINERS AND SHIPPERS

**COAL**—Blacksmith, Bunker, Steam, Domestic—**COAL**

1901-4 American Trust Building

BIRMINGHAM, ALA.

## Midvale Coal Co.

HIGH GRADE STEAM  
AND DOMESTIC COAL

Chemical Bldg. ST. LOUIS, MO.

## American Handle Company

Manufacturers of

High-grade Hickory, Axe, Adze,  
Pick, Sledge, Hatchet, Hammer  
and Railroad Tool Handles

JONESBORO - ARKANSAS

## MORGAN HILL CO.

GENERAL CONTRACTORS

Shovel and Drag Line Work

Woodward Bldg. BIRMINGHAM

## Consolidated Cement Corporation

KANSAS CITY, MISSOURI

Fredonia Brand Portland Cement

A FRISCO Industry at FREDONIA, KANSAS

## The Pittsburg & Midway Coal Mining Co.

COAL OPERATORS

General Sales Office  
Dwight Building KANSAS CITY, MO.

I. NIXON

C. S. PHILLIPS

## NIXON & PHILLIPS GENERAL CONTRACTORS

PHONE 4-54-15

308-9-10 Lincoln Life Building  
BIRMINGHAM, ALA.

P. O. BOX 190

# W. HORACE WILLIAMS CO., INC.

## ENGINEERS AND GENERAL CONTRACTORS

### ANY CLASS—CONSTRUCTION—ANY SIZE ANYWHERE IN THE WORLD

Specializing in Design and/or Construction of Dock Wharves, Piers, Breakwaters, Dams, and Jetties, Bridges, Railways, Highways, Industrial Plants. All classes of Building Construction, Building Foundations.

Maintaining an Engineering Department for Consultation, Investigation, Reports, Surveys, Designs.

#### HOME OFFICE

Fifth Floor Southern Building  
833 Howard Avenue NEW ORLEANS, LA.

#### BRANCHES

Pensacola, Fla. Mobile, Ala. Houston, Tex.

Representatives in Principal Cities of All Southern States

### FRISCO TERMINALS — PENSACOLA, FLORIDA

BUILT BY THIS COMPANY

#### Headlight Headquarters

Headlights  
and Turbo-generators  
Train Lighting Systems  
Train Control Turbo-generators  
Fittings and Wiring Appliances  
for Locomotive, Car and Shop  
Installations



### The Pyle-National Company

1334-1358 North Kostner Ave.  
Chicago, Ill., U. S. A.

#### CANADIAN AGENTS:

The Holden Company, Ltd., Montreal,  
Winnipeg, Vancouver, Toronto

#### EXPORT DEPARTMENT:

International Railway Supply Company,  
30 Church Street, New York City

#### BRANCH OFFICES:

3509 Grand Cen. Terminal, New York City  
315 Boatmen's Bank Bldg., St. Louis, Mo.  
311 Builders Ex. Bldg., St. Paul, Minn.

### ANDERSON-PRICHARD OIL CORP.

REFINERS OF  
INDUSTRIAL NAPHTHAS  
OKLAHOMA CITY, OKLA.

### FT. SMITH ICE AND COLD STORAGE CO.

COLD STORAGE FOR ALL PERISHABLE  
MERCHANDISE

Storage Capacity, 125 Cars  
Daily Ice Making Capacity, 125 Tons  
FORT SMITH - - ARKANSAS

INSTANT SERVICE PHONE 6-0154

### Bluff City Delivery Co.

ICE and COAL  
General Office, 651 Beale Avenue  
MEMPHIS, TENN.

### R. L. Bartholomew General Railroad Contractor

867 Roland St., Memphis, Tenn.

### Hedges-Weeks Construction Co.

Rooms 415-416 Holland Building  
Railroad Masonry Contractors  
SPRINGFIELD, MO.

### SWEDOX

WELDING RODS, WIRES & ELECTRODES  
A Grade of Rod for Every Class of Welding  
By the Electric or Acetylene Process  
CENTRAL STEEL & WIRE COMPANY  
Chicago, Illinois Detroit, Michigan

### LIST CONSTRUCTION CO. Railroad Contractors

415 Railway Exchange Building  
KANSAS CITY, MO.

# C. G. Kershaw Contracting Co.

INCORPORATED



GENERAL CONTRACTORS



607 Woodward Bldg.

Birmingham, Alabama

# W. H. (Bill) REAVES

1169 Arcade Bldg. St. Louis

REPRESENTING

The P. & M. Company

Rail Anchors

The National Lock Washer Co.

Improved Hipower

Maintenance Equipment Co.

Labor Saving Devices

# The New York Air Brake Company

Manufactures the

**STANDARD AIR-BRAKE EQUIPMENT**

GENERAL OFFICES

420 Lexington Av., New York City

WORKS

Watertown, New York

# The Gideon - Anderson Co.

MANUFACTURERS OF

Hardwood Lumber

AND

Slack Cooperage Stock

GENERAL OFFICES

Band Saw Mills and Planing Mills

GIDEON, MO.

SALES OFFICE

AND DISTRIBUTING YARD:

110 Angelica Street

Telephone: TYler 0011—TYler 0012

ST. LOUIS MO.

# Unxld Railroad Fusees

**INSURE SAFETY**

**Best by Every Test**

**UNEXCELLED MANUFACTURING**

**COMPANY, Inc.**

NEW YORK, N. Y.

High Grade Machine Tools  
American Lathes and Radials  
Norton Grinders

Milwaukee  
Millers  
Libby  
Lathes  
Sellers  
Heavy  
Tools



Nazel  
Hammers  
King  
Boring  
Mills

Pels Punches and Shears  
Watson - Stillman Hyd. Machy.

BLACKMAN - HILL & CO.

# Forster Paint and Manufacturing Company

WINONA, MINN.

Refiners and Manufacturers of

Graphite and Graphite  
Specialties

Roof Paint, Roof Cement, Etc.

# "HERCULES"

— Red-Strand —  
**WIRE ROPE**

Made Only By

A. Leschen & Sons Rope Co.  
ST. LOUIS

Tough  
Strong  
Safe  
Durable

Branches  
NEW YORK  
CHICAGO  
DENVER  
SAN  
FRANCISCO



**PRIME'S PLUGS**

# St. Louis Surfacers and Paint Company

RAILROAD PAINTS, VARNISHES  
ENAMELS

Arlington Ave. and Terminal Belt Ry.

ST. LOUIS, MO.

## Brookside-Pratt Mining Co.

INCORPORATED

A. R. Long, President  
Albert Allison, Secretary-Treasurer

PRODUCERS OF

Steam and Domestic Coal

Mines on Frisco, Southern and  
I. C. Railroads

Brown-Marx Building  
BIRMINGHAM, ALA.

## Southern Wheel Co.

1776 Railway Exchange Building  
ST. LOUIS, MO.

MANUFACTURERS OF

CHILLED TREAD WHEELS

PLANTS:

ST. LOUIS, MO.	BIRMINGHAM, ALA.
ATLANTA, GA.	SAVANNAH, GA.
PORTSMOUTH, VA.	PITTSBURGH, PA.
ROCHESTER, N. Y.	SAYRE, PA.
TOLEDO, OHIO	HAMMOND, IND.
	CLEVELAND, OHIO

## HARDIE-TYNES MFG. CO.

Corliss and Throttling Engines

AIR COMPRESSORS

BIRMINGHAM, ALA.

## REID AND LOWE

RAILROAD CONTRACTORS

Grading and Concrete Bridge Work

Birmingham, Ala., and Charlotte, N. C.

## PENSACOLA CREOSOTING COMPANY

PENSACOLA, FLORIDA

Specializing in the Manufacture and Treatment of the following Forest Products

PILING CROSS TIES POLES CROSS ARMS CONDUITS  
LUMBER and STRUCTURAL TIMBERS

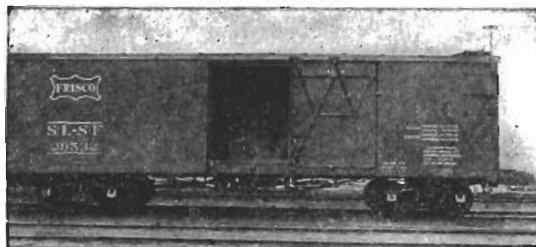
on M. S. B. & P. R. R.

Your Inquiries Solicited—Cost Estimates Gladly Furnished

Cable Address: "PENCREO"

Shipments: Rail or Water

## GLOBE TRACKLESS DOOR HANGER



EASY TO OPERATE—DURABLE—PILFER PROOF

Can not lose off or swing out at bottom

GLOBE RAILWAY EQUIPMENT CO.

St. Louis, Mo.

APPROVED BONDED ROOFERS FOR AMERICAN TAR PRODUCTS CO.

BIRMINGHAM FURNACE & ROOFING CO., INC.

ROOFING, HEATING AND SHEET METAL CONTRACTORS

213 South 13th Street

Phone 4-0775

BIRMINGHAM, ALA.

## LAYNE WELL SYSTEMS

ARE DEPENDABLE

AMERICA'S GREATEST RAILROADS

USE THEM

*Municipalities and Industries find them profitable*

Layne & Bowler Manufacturing Co.

HOUSTON

MEMPHIS

LOS ANGELES

## Pittsburgh Forge & Iron Co.

PITTSBURGH, PA.

MANUFACTURERS OF

Car and Locomotive Axles

Heavy Forgings

Crank Pins Piston Rods

Atlas Staybolt & Engine Bolt Iron

Screw Spikes Track Bolts

CHICAGO OFFICE, RY. EXCHANGE BLDG.

**The Only Efficient Locomotive Cleaner**



**The D. & M. Cleaning Process**

Railway Exchange  
CHICAGO, ILL.

**UNION STEEL CASTING COMPANY**

PITTSBURGH, PA.

**CARBON and VANADIUM  
CAST STEEL LOCOMOTIVE FRAMES**

General Miscellaneous Castings for Locomotive and Car Work

**Elliot Frog & Switch Works**

EAST ST. LOUIS, ILL. AND PUEBLO, COLO.

*Other Works*

HILLBURN, N.Y. CHICAGO, ILL.  
NIAGARA FALLS, N.Y. SUPERIOR, WIS.  
LOS ANGELES, CALIFORNIA  
NIAGARA FALLS, CANADA

**RAILWAY TRACK MATERIAL**

Switch Stands, Switches, Frogs,  
Crossings, Guard Rails, Clamps,  
etc. for Steam, Electric, Mine and  
Industrial Railway Tracks

**MANGANESE TRACK WORK A SPECIALTY**

Main Office  HILLBURN, N.Y.

SALES OFFICES AT ALL EIGHT WORKS

**Ramapo Ajax Corporation**

**Manassa Timber Company**

**PILING**

**OAK—CYPRESS—PINE**

Arcade Bldg. St. Louis, Mo.

**GALLOWAY COAL COMPANY**

EXCLUSIVE MINERS OF

**ELK RIVER AND  
GALLOWAY COAL**

General Office:

**MEMPHIS, TENNESSEE**

MINES AT

GALLOWAY, CARBON HILL and  
HOLLY GROVE, ALABAMA

(Mines Located on Frisco Railroad)

**Barnard Stamp Co.**

**RUBBER STAMPS,  
SEALS and STENCILS**

Trade Checks, Pads, Ink, Etc.  
Fac-Simile Autograph Stamps

310 Olive St. St. Louis, Mo.



Steel Tires, Steel Tired Wheels, Steel  
Axles, Steel Springs, Rolled Steel  
Rings, Solid Wrought Steel  
Wheels, Steel Forgings, Steel  
Crusher Rolls and Shells,  
Rolled Steel Gear Blanks,  
Steel and Iron Malleable  
Castings, Steel Pipe  
Flanges

**Standard Steel Works Co.**

Main Office: Philadelphia, Pa.  
Works: Burnham, Pa.

**MILAR, CLINCH & COMPANY**

Exclusive Agents for **CAR CEMENT**

**CONTINENTAL WORKS CO.  
MANUFACTURERS**

**CHICAGO**

**ROBERT M. LUCAS CO.**

*Creators and  
Makers of ....*

**FLEXIBLE CORROSION PROOF CEMENTS  
and PAINTS FOR RAILROADS**

1955 West Thirty-first Street

CHICAGO, ILL., U. S. A.

**Beal and McNamara  
Painting Co.**

CONTRACTORS FOR PAINTING  
IN ALL PARTS OF THE COUNTRY

Main Office: 5078 Easton Avenue  
ST. LOUIS, MO.

**St. Louis Forgings Co.**

**AXLES, LOCOMOTIVE FORGINGS**

East St. Louis Illinois

**Union  
Asbestos & Rubber  
Company**



310 S. Michigan Ave.

**CHICAGO**

ESTABLISHED 1893

**Kansas City Bridge Company**

**Builders of Railroad and Highway Bridges  
River Improvement Work**

KANSAS CITY, MO.

**C. F. HORST & CO.**

Steam and Domestic Coal

Mines on Frisco—Townley and Dilworth  
404-5-6 Brown-Marx Building  
BIRMINGHAM, ALA.

**Duner Car Closets**

Enameled Iron Wet or Dry Closets

**DUNER CO.**

101 S. Clinton St. CHICAGO

For detailed description see Car Builders  
Cyclopedia 1922 Edition

**Acme Coal and Mining Co.**

MINES LOCATED IN HENRYETTA  
FIELDS ON FRISCO  
LINES

OFFICE—OKMULGEE, OKLA.

## Smokeless Fuel Company

HUNTINGTON, ARK.

MINERS AND SHIPPERS OF

**Semi-Anthracite Coal**

## CONTINENTAL TURPENTINE & ROSIN CORPORATION

LAUREL, MISS.

Manufacturers of

Steam Distilled Wood Turpentine  
Steam Distilled Pine Oil  
F Grade Wood Rosin

## WOLF RIVER SAND CO.

WASHED and SCREENED  
SAND and GRAVEL

Office: 622 Falls Building  
MEMPHIS, TENN.

CARLOAD SHIPMENTS A SPECIALTY

## J. W. McMURRY CONTRACTING CO.

R. R. & BRIDGE  
CONTRACTORS

511 Railway Exchange Bldg.  
KANSAS CITY, MO.



OXY-ACETYLENE  
WELDING & CUTTING  
EQUIPMENT

**MODERN ENGINEERING CO.**

3411 Pine Blvd.

St. Louis

## Wm. Robertson & Co.

Robertson Cinder Conveyor for  
Railway Cinder Pits

Great Northern Building  
20 W. JACKSON BLVD. CHICAGO

## C.W. Booth & Co.

*Railway Supplies*

RAILWAY EXCHANGE BLDG.  
CHICAGO, ILL.

## W. O. SCHOCK CO.

*Petroleum Products*

Liberty Central Trust Building

SAINT LOUIS

## C. A. ROBERTS CO.

*"SHELBY"*

**Seamless Steel Tubing**

CHICAGO  
DETROIT

ST. LOUIS  
INDIANAPOLIS

## TONCAN

Copper Mo-lyb-den-um Iron Culverts

Manufactured by

**Tri-State Culvert Mfg. Co.**

Second and Butler, MEMPHIS, TENN.

## S. I. SMITH

Manufacturers of

**S. I. Smith Cattle Guards**

P. O. Box 522, South Side Station

SPRINGFIELD, MO.

# BARNSDALL

Be Square Petroleum Products



3

Modern Refineries

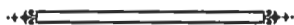
BARNSDALL, OKLAHOMA  
WICHITA, KANSAS  
OKMULGEE, OKLAHOMA

3



OUR OWN CRUDE  
OUR OWN PIPE LINES

OUR OWN REFINERIES  
OUR OWN TANK CARS



DEPENDABLE SOURCE OF SUPPLY



# BARNSDALL REFINERIES, Inc.

Subsidiary Barnsdall Corporation

Executive Offices  
Petroleum Building, Tulsa, Okla.

General Sales Offices  
624 S. Michigan Ave., Chicago, Ill.

**DE BARDELEBEN COALS**  
Sipsey — Empire — Corona — Carbon Hill — Hull

FOR  
DOMESTIC, STEAM, GAS, BY-PRODUCT AND CERAMICS

**DE BARDELEBEN COAL CORPORATION**

The South's Largest Producers and Marketers of  
**HIGH GRADE COALS**

*DeBardeleben Preparation  
Gives Added Value*

Southern Railway Building  
**BIRMINGHAM, ALABAMA**

**Indiana and Illinois Coal Corporation**  
**MONTGOMERY COUNTY ILLINOIS COAL**

1425 Old Colony Building  
**CHICAGO**

Daily Capacity, 20,000 Tons

Located on the Big Four and C. & E. I. Railroads

**THE AJAX HAND BRAKE**  
Safe and Efficient  
**THE ONE-HAND HAND BRAKE**

RAILWAY EXCHANGE **AJAX HAND BRAKE COMPANY** CHICAGO

ALBERT RUSSELL

T. R. SIMMONS

**CLEVELAND LUMBER COMPANY**

JASPER, ALABAMA

Railroad Lumber    Pine and Hardwood    Two Million Feet Per Month

**on the Frisco in Alabama**

**JASPER**  
Fully Equipped Plant  
and Retail Yard

**ELDRIDGE**  
Planing Mill, Car Decking  
and Short Dimension

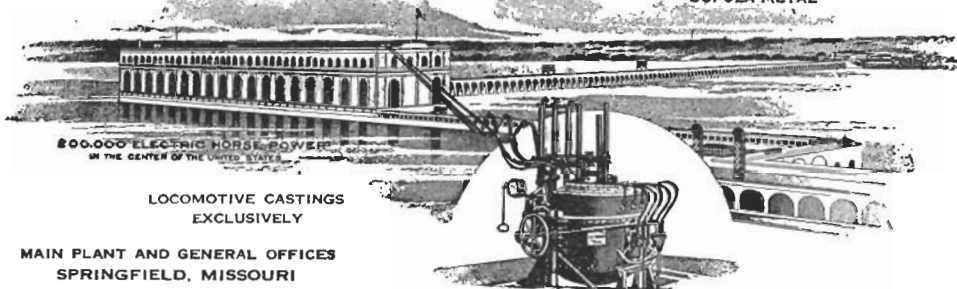
**HOWARD**  
Planing Mill, Oak and  
Pine Car Lumber

*Dependable Service    Quality Counts*

## STANDARD SEMI-STEEL FOUNDRY CO.

KEOKUK, IOWA  
ELECTRIC METAL

CLINTON, MO.  
CUPOLA METAL



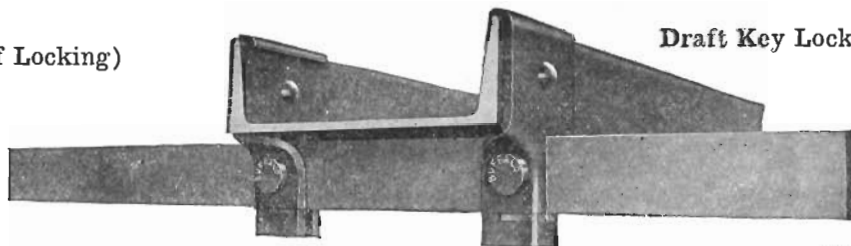
## BUFFALO BRAKE BEAM COMPANY

— BRAKE BEAMS —

AUXILIARY SUPPORTS FOR BRAKE BEAMS

Brake Pins (Self Locking)

Draft Key Locks (Self Locking)



NEW YORK

BUFFALO

## THE OHIO INJECTOR COMPANY

1437 Monadnock Block

CHICAGO, ILLINOIS

Manufacturers of

OHIO LIFTING INJECTORS

CHICAGO NON-LIFTING INJECTORS

CHICAGO AUTOMATIC FLANGE OILERS, CHICAGO

LUBRICATORS, OHIO LOW WATER ALARMS, CHICAGO AUTOMATIC

DRIFTING VALVES, LOCOMOTIVE BOILER ATTACHMENTS, OHIO CAB SQUIRTS

## MINER

FRICTION DRAFT GEARS IDEAL SAFETY HAND BRAKES

SAFETY BOLSTER LOCKING CENTER PINS

REFRIGERATOR CAR DOOR FASTENERS SIDE BEARINGS

# W. H. MINER, INC.

THE ROOKERY

CHICAGO

# WESTERN TIE AND TIMBER COMPANY

905 SYNDICATE TRUST BLDG.

WALTER POLEMAN, President

E. A. NIXON, Vice-President

A. R. FATHMAN, Vice-President

THOS. T. POLEMAN, Sec'y and Treas.

E. J. STOCKING, Sales Manager

Treated and Untreated Cross and Switch Ties, Piling, Car and Track Oak

*Owners of*

## KETTLE RIVER TREATING COMPANY

MADISON, ILLINOIS

Zinc and Creosoted CROSS TIES, Modern Adzing and Boring Machines

Treating Plants located at Madison and Edwardsville, Ill.

E. A. NIXON, President

A. R. FATHMAN, Vice-President

R. E. KNEELAND, V.-P. and G. Mgr.

H. G. McELHINNEY, Sec'y and Gen. Supt.

J. E. PETERSON, Treasurer

E. J. STOCKING, Sales Mgr.

# OXWELD RAILROAD SERVICE CO.

REPRESENTING:

LINDE AIR PRODUCTS CO.    The PREST-O-LITE CO., Inc.  
(Linde Oxygen)                      (Prest-o-Lite Acetylene)

OXWELD ACETYLENE CO.  
(Oxweld Apparatus)

UNION CARBIDE SALES CO.  
(Union Carbide)

CARBIDE & CARBON BUILDING  
NEW YORK CITY

RAILWAY EXCHANGE BUILDING  
CHICAGO, ILLINOIS

R. F. CARR, Memphis  
President

W. E. LOWRY, Hickory Flat, Miss.  
Vice-Pres. and General Manager



# R. F. CARR LUMBER COMPANY

NOT INC.

SUCCESSORS TO

THE CARR-LOWRY LUMBER CO.  
MANUFACTURERS & DEALERS  
IN ALL KINDS OF LUMBER

SPECIALIZING IN  
**RAILROAD BUILDING MATERIAL**

*Strong as Ever for the "Frisco"*

GENERAL OFFICES  
P. O. Box 1032

MEMPHIS, TENN.

Phone, Main 2312

# The Mount Vernon Car Manufacturing Co.

Repair Shop,  
500' x 150'

Fully equipped with  
Cranes, Electric  
Riveters, etc., enabling  
us to work in all kinds  
of weather.



Capacity Per Annum:  
10,000 Freight Cars;  
150,000 Chilled Tread  
Wheels;  
20,000 Tons Forgings.

**BUILDERS OF FREIGHT CARS**  
OF ALL KINDS

**MOUNT VERNON, ILLINOIS**

# HOBART-LEE TIE COMPANY

## Railroad Ties and Timber

ROBT. E. LEE, President  
LESLIE LEE, Vice-President

BERT S. LEE, Treasurer  
J. LAURENCE LEE, Secretary

*Operating in Missouri, Arkansas, Kansas, Oklahoma and Texas*

---

---

WE HAVE SUPPLIED THE FRISCO  
CONTINUOUSLY FOR OVER 40 YEARS

---

---

Landers Building

SPRINGFIELD, MO.

# Magnus Company

INCORPORATED

JOURNAL BEARINGS and  
BRONZE ENGINE CASTINGS

NEW YORK

CHICAGO

# FLAG THIS ONE!

*Here comes the greatest sole  
you ever traveled on*

It's the new Goodyear Wingfoot TAN Sole! Easy on the foot—easy on the pocketbook—yet tough as a switch point.

Think of that, in these days of high-priced shoes, with the family shoe bill going up-up-up!

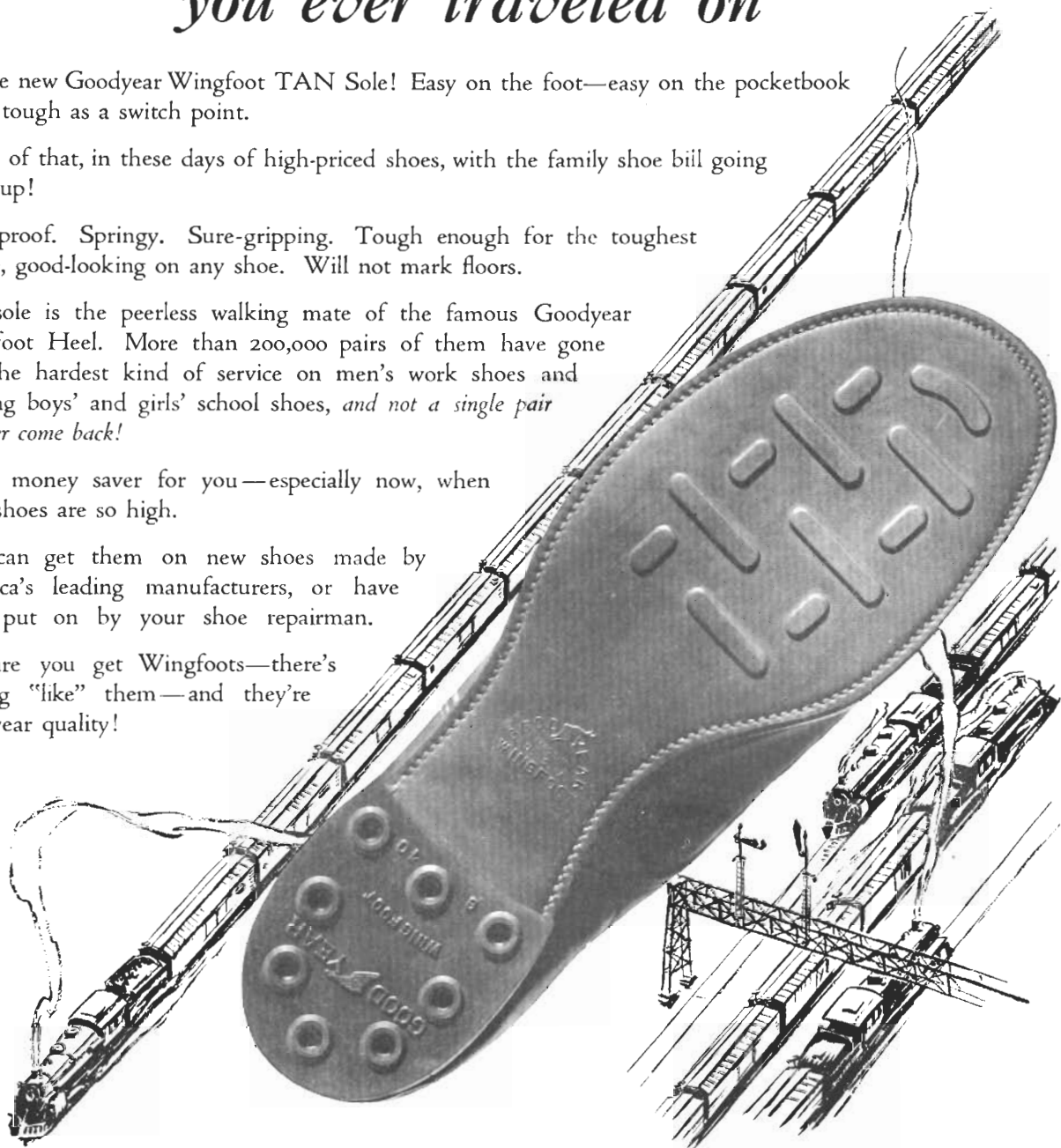
Waterproof. Springy. Sure-gripping. Tough enough for the toughest service, good-looking on any shoe. Will not mark floors.

This sole is the peerless walking mate of the famous Goodyear Wingfoot Heel. More than 200,000 pairs of them have gone into the hardest kind of service on men's work shoes and growing boys' and girls' school shoes, and not a single pair has ever come back!

A big money saver for you—especially now, when good shoes are so high.

You can get them on new shoes made by America's leading manufacturers, or have them put on by your shoe repairman.

Be sure you get Wingfoots—there's nothing "like" them—and they're Goodyear quality!



# GOODYEAR

## WINGFOOT SOLES

Tan and Black

Copyright 1928, by The Goodyear Tire & Rubber Co., Inc.

# to Frisco Colorado



**Two Fine Fast Trains Daily  
Providing Through Sleeping Car Service**

## *The Sunnyland*

Lv Atlanta.....	<i>Southern Railway</i> .....	4:25 pm
Ar Birmingham .....	".....	9:55 pm
Lv Birmingham .....	<i>Frisco Lines</i> .....	11:30 pm
Ar Memphis .....	".....	7:20 am
Lv New Orleans.....	<i>Ill. Central R. R.</i> .....	7:45 pm
Ar Memphis .....	".....	6:35 am
Lv Memphis .....	<i>Frisco Lines</i> .....	7:45 am
Ar Kansas City .....	".....	8:30 pm
Lv Kansas City .....	<i>Rock Island Lines</i> .....	9:05 pm
Ar Colorado Springs .....	".....	12:20 pm
Ar Denver .....	".....	12:40 pm



## Kansas City-Florida Special

Lv Jacksonville.....	<i>Southern Railway</i> .....	9:00 pm
Lv Atlanta.....	".....	7:10 am
Ar Birmingham .....	".....	12:10 pm
Lv Birmingham .....	<i>Frisco Lines</i> .....	12:30 pm
Ar Memphis .....	".....	7:20 pm
Lv Memphis .....	".....	7:45 pm
Ar Kansas City .....	".....	9:05 am
Lv Kansas City .....	<i>Rock Island Lines</i> .....	11:00 am
Ar Colorado Springs .....	".....	7:30 am
Ar Denver .....	".....	7:25 am

**DINING CAR SERVICE ALL THE WAY  
FRED HARVEY MEALS ON THE FRISCO**

