

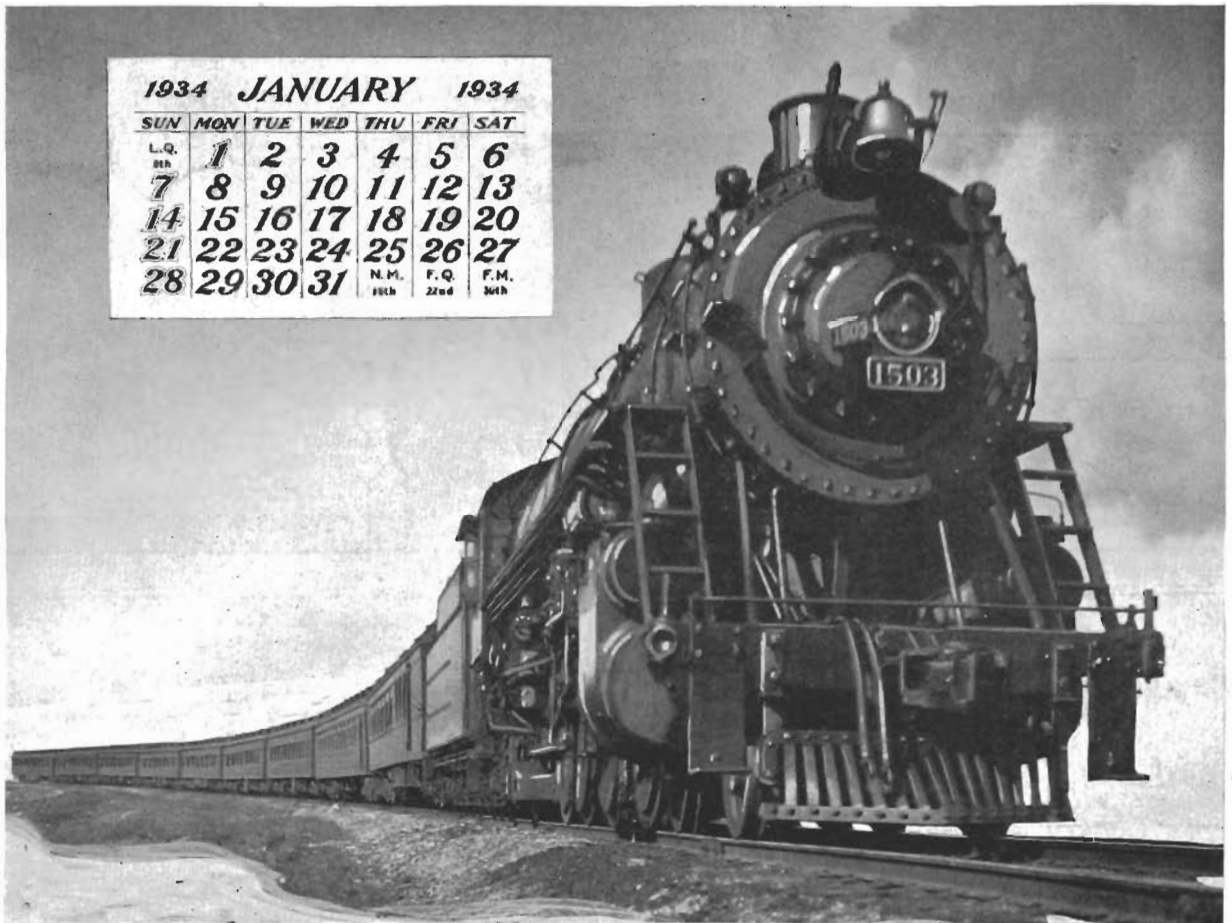
# THE FRISCO EMPLOYEES' MAGAZINE

Vol. XII

JANUARY, 1934

No. 1

1934 JANUARY 1934						
SUN	MON	TUE	WED	THU	FRI	SAT
L.Q. 8th	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	N.M. 11th	F.Q. 2nd	F.M. 3th



DEPENDABLE SERVICE, AS TIME MARCHES ON



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# The FRISCO EMPLOYEES' MAGAZINE

ROOM 835 FRISCO BUILDING        ::        ST. LOUIS

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

MARTHA C. MOORE, *Editor*

Vol. XII

JANUARY, 1934

No. 1

## HAIL TO 1934

For 365 days of 1933 a magnificent, big 1500 engine, such as is pictured on this month's cover, has pulled the Texas Special into the Union Station at St. Louis, Mo. Through rain and snow, darkness and day-time, it has maintained a par excellent schedule, and through the next year a big 1500 locomotive will enter the Union Station for 365 days, pulling its load of passengers to the great City of St. Louis.

January 1 starts a new year, and among the resolutions of the thousands of Frisco employes is one to sell Frisco service to their friends, their neighbors, as they have never done in the past. The members of the various Frisco Clubs have accounted for thousands of tons of freight, thousands of passengers, thousands of LCL shipments, but they firmly resolve to beat any previous record which they have made, during 1934.

Facing the new year of 1934, these employes welcome it with enthusiasm and as time marches on, each and every Frisco employe plans to make it the best year.

They bid goodbye to a year which held its hardships as well as its happy moments. The "New Deal" is working out in splendid shape and the country is slowly but surely recovering from a real depression.

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

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### THE FRISCO EMPLOYEES' MAGAZINE

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

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

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

MEMBER



The **KELLOGG GROUP**

# C. W. Schank Retires After 53 Years and 9 Months of Service

"I WANTED him to quit working on his birthday, December 5, but he wouldn't do it. He's finishing the month out, and do you know, I think I'll have to get one of those big 1500's and put it on his Xmas tree!"

Such was the remark made by Mrs. C. W. Schank, wife of one of the real veterans of the Frisco Railroad. Her husband, C. W. Schank, is the oldest man, in point of service, on the Frisco Pension Roll. On December 31, 1933, he will have completed fifty-three years and nine months, continuous service with the Frisco Railroad, on one division, and although the event is only being planned now, when the January issue of this Magazine is out, he will have received many honors from Division 428, Brotherhood of Locomotive Engineers. When he pulls No. 10 into the Union Station at St. Louis, on the morning of January 1, a group of his friends will be there to wish him happiness in his years of retirement. A testimonial dinner will be given to him, all of which he deserves and will greatly and deeply appreciate.

As he gave a short summary of his railroad experience, he reached often for his handkerchief. After pulling the throttle of a locomotive since 24 years of age, it is no little wonder that he leaves the railroad to a life of ease, with a little misgiving about just what he will do with his time.

But to get a slant on this veteran's long service record, which takes in fifty years of changes—fifty years of road building of his own Frisco Lines—fifty years of progress.

He was born in Pacific, Mo., December 5, 1863. His father was a cooper, and after school he used to work in his father's shop, and he proudly tells you that at the age of 12 he could complete a flour barrel out of raw material. His father died when he was 13, and he assumed the responsibility for the family.

The railroad, even at that time, was the biggest thing in Pacific, and so he made application for a job in the roundhouse, wiping engines.

"I never did think I would ever remain in the employ of a railroad company," he said, "but as time went on and my promotions came fast, I decided to stick. It began to appeal to me, and I always figured that 'a

rolling stone gathered no moss', hence my entire service has been on the Frisco's Eastern division."

At that time there was a seven-stall roundhouse at Pacific and the Frisco's mileage totaled 326 miles, with Vinita, I. T., the end of the line. Mr. Schank started to work as a wiper in the roundhouse, where he remained for about a year and a half. Then the foreman told him he was



CHARLES W. SCHANK

going to send him on the line as a fireman. Mr. Schank said he couldn't do it. However, after thinking it over, he decided to try, but he was not so sure he could shovel twelve or fourteen tons of coal which were required on the trip.

But he did. And after working as a fireman on the engine of a work train, from Pacific to St. Louis, as the road was being completed; after seeing the road opened on January 1, 1884, he began to fire on the road, from St. Louis to Newburg, until 1887.

Then came his promotion, in the latter part of 1887, and he got a regular assignment as freight engineer on trains, St. Louis to Newburg. Here he remained for ten years and it was felt this training was necessary and after ten years had elapsed he got a regular passenger run.

## *Is Oldest Veteran In Point of Service On Pension Roll*

He has been in passenger service between St. Louis and Newburg since that date.

He recalls the first engine he had, the little 277, which was called the consolidated type. And even though he has been at the throttle of the big 1500's for several years, he says, in appreciation of that engine, "that it was a real one".

But listen to this: when he got into the roundhouse after a trip, he had to clean his own engine and take care of it, and the engines in those days were literally outlined in brass. Of course, every engineer took particular pride in seeing that that brass shone, and Mr. Schank was no exception to the rule.

At that time there was no such a thing as an eight-hour day and so, after he got in off one trip he would get a little sleep and go right out on another one. He says that Mrs. Schank had great difficulty at times in rousing him in time to make the train, for he was so dead for sleep and sometimes he was dressed before he would realize that he had to answer the call boy. In fact, he says he made trip after trip without any rest. Compared to the present working conditions, this seems strange indeed.

And then he describes the little train that he had, the passenger train of 7, 8 and 9 cars, and in those days they did not figure tonnage, but every car was a "load". If one car was loaded with merchandise and not weighty material, that was a load, while the car next to it, loaded with bulky and heavy coal was a load, also. Twenty to twenty-five cars comprised a freight train. Those were the days, too, of the old link and pin couplers, and there were no brakes, except hand brakes on the cars and steam brake on the engine, and the engineer had to depend entirely on the trainmen to stop the train, which, Mr. Schank remarked, required good judgment.

For some reason he has saved all his stub books or time books since 1886, and now that his pension days are here, he has been looking them over and has found that nearly every engineer who was made on the Frisco has at some time or other been his

fireman. Many of them are gone, but he remembers them all distinctly. He also finds in this book that he received the magnificent sum of 90 cents a day when he started to work and the hours were from 6 a. m. until 6 p. m., with one hour for lunch. He worked a year before he drew \$1.20 a day, and after getting on a regular job as fireman from St. Louis to Newburg he made \$2.45 a trip, often shoveling from 12 to 14 tons of coal enroute, and it made no difference how long he was on the road, he was paid according to the mileage. He remembers several occasions when he was on the road 32 to 34 hours, and, of course, after 24 hours he lost his rights.

When he would stop at the last telegraph station, before reaching his terminal he would be handed a message, regardless of how long he had been on the road. The message told him that he was to leave at such and such a time, and so he would grab a bite to eat and start out on another gruelling trip without sleep. In one month he made 44 days on freight.

And to hear him describe the country at the time he started to work, would carry you back through history you have read. Those were the days of the ox teams. One must remember that these long ribbons of highways were not built in those days. Muddy roads and forest country with home-made roads was the best that could be had. And railroad travel was "the" only travel. Trains were plentiful to haul the passengers, and Mr. Schank laughed when he said that in those days if the old locomotive got to going 15 or 20 miles an hour, everybody thought that they would be killed. In comparison with today, he says that you can't go fast enough for the passengers back in your coaches. But those were the days of the old iron rails and the light, wooden equipment.

And now he is up to 1934. His half century of railroading has brought astounding changes. Steel equipment, big, powerful engines, automatic couplers, air brakes, automatic train control, splendid working conditions, automatic block signals. He has seen the country grow and be built up. He has seen the long ribbons of highways stretch from one coast to the other and he has lived through keen competition of the railroad and its competitors.

He is in splendid health—he is young in years and spirit and deserves this rest which he is now entitled to. Even though he has had a very busy life, he has not failed to

## RAILROAD TAXES AID HIGHWAYS

"The public considers it fitting and proper for the railroads to maintain, from their own funds, the rights-of-way over which they operate and the public is quite right in this regard," says the Railway Age in a current editorial, "but when the railroads are called upon, as they are, to contribute in annual taxes for highway purposes a sum sufficient to pay for an entire year's maintenance of more than 300,000 miles of highways, the equity of our taxing methods is open to serious question.

"Detailed figures of railroad taxes paid for highway purposes have recently been available for thirty-nine states," continues the Railway Age. "In these states, highway taxes paid by the railroads in a year amounted to \$41,046,732. Basing calculations upon the actual maintenance expenditures per mile of highway in these states, this sum was sufficient to pay annual maintenance costs upon 293,595 miles of highway. When the remaining nine states are considered, in which it is estimated that the railroads pay annually some \$4,000,000 in highway taxes, it appears that in the United States as a whole the railroads are paying in direct taxes for highway purposes a sum sufficient to pay annual maintenance costs upon substantially more than 300,000 miles of highway. It should be realized, in this connection, that a substantial amount of special assessment taxes has been excluded from the foregoing tax figures, as have also been the vehicle licenses and gasoline fees which the railroads pay as highway users.

Highway taxes paid by the railroads were sufficient to have paid the entire annual cost of maintenance of 29,328 miles of highway in North Dakota; of 27,774 miles of highway in Kansas; of 16,247 miles of highway in Texas; of 13,875 miles in Oklahoma; 10,542 miles in Wisconsin, and 9,054 miles in Ohio.

"We have never heard of an instance," concludes the Railway Age, "where a truck, a bus or a barge has been taxed to help maintain a railroad right-of-way."

attend one meeting of the Veterans' Association and he certainly plans, among other things, to take in every one of them in the future.

An even though Mr. Schank is the subject of this interview, we pause in respect, and mention his helpmate, Mrs. Schank, who has stood beside him through all these long years of railroad service. Even though he did not get to enjoy his home life in the early, busy days, she saw that the time that he was at home, was as restful as it could be. No matter the hour that he would arrive home, a hot meal awaited him. She has rejoiced with him when his promotions came, and now she is to share the joy of the events which are planned upon his retirement.

They are planning a real vacation soon, and they plan a long visit with their son and daughter and grandson.

They praise the officials of the Frisco, and their devotion to the interests of the Frisco will never cease throughout the years. To this veteran and his wife, the entire Frisco family extend best wishes for continued health and happiness.

## GOOD CUSTOMER

A city is much like an individual in some respects, and should accord wholesome appreciation to its friends, and if it is in business, to its patrons. Among the patrons and friends of Henryetta is the Frisco Railroad. In fact our city owes its existence to the Frisco, for prior to the coming of the road this land was merely the Hugh Henry ranch. The writer of these lines rode horseback over the land where Henryetta now is, back in the nineties, and can remember the wild picture quite clearly.

And today the Frisco is not only friendly, but a good customer. The total payroll here, annually, reaches fifty thousand dollars a year. This is paid in fortnightly payments—twice each month. And to this tidy sum may be added a hundred thousand dollars a year spent for Henryetta coal. This means added wages for the miners of this field, and added sales for every merchant in Henryetta. And the tax money paid amounts to a surprising sum, though we do not have those figures at hand at this moment.

In view of these figures it is only fair that Henryetta business people should favor the Frisco with every dollar's worth of business possible. That is real reciprocity.

—Henryetta, Okla., *Free Lance*.

## Another Kind of "Mick"

The foreman looked the applicant for work up and down.

"Are you a mechanic?" he asked.

"No, sorr," was the answer, "oi'm a McCarthy."—U. P. Magazine.

## PENSACOLA IS PRAISED

Arthur Brisbane, well known columnist, has found out, through a trip to the south, what a delightful city one finds at Pensacola, Fla., served by the Frisco.

He wrote at length of his visit there in his column printed in the St. Louis Post-Dispatch of December 13, and with his special permission we are re-printing his column of that date, below:

At Pensacola, Florida's fine city on the Gulf of Mexico, to establish old American ancestry you should imagine that your ancestors sailed into Pensacola Bay with Miruela. Compared with his passengers, those of the Mayflower were late arrivals. He sailed along Santa Rosa Island, with its 20 miles of white beach, into what is now Pensacola Bay, just 24 years after Columbus discovered America. The Pilgrims landed on Plymouth Rock 104 years later. Forty-three years after Miruela, came Don Tristram Deluna, with 2,000 followers.

A really old city, with its memorial City Hall Park, where General Jackson officiated at the transfer of Florida to the United States, Pensacola has lived under five flags, changed its government 17 times, not counting the Indians. French and Spanish fought there for possession. Now it's Uncle Sam's "forever".

Pensacola has the largest natural harbor in the south, one of the best protected harbors in the world, room for thousands of flying ships that will soon be landing there every day in the future.

At present the harbor, with five landing fields close by, provides the largest naval air station and training school in the country. It is a pleasure to see 250 United States planes, not many, but better than none, from small pursuit planes to big bombing ships, brilliantly efficient flying naval officers in command.

You know that there is progress, comparing antiquated forts, and hideous old dungeons built by the Spanish and French, with this modern fleet that flies in the air and lights on the waters.

East of the city is the Florida national forest of 700 square miles, including the great grove of live oaks purchased by the Government 100 years ago with the idea that it would supply live oak timbers for United States vessels forever. Little did they dream in the early last century that within 100 years great battleships of steel would drive out live oak timbers, and then flying ships of light dura-

## HOW TO KEEP FROM GROWING OLD

By P. D. WOODS, Conductor

Always drive fast out of alleys.

Always race with locomotives to crossings. Engineers like it; it breaks the monotony of jobs.

Always demand half the road, the middle half. Insist on your rights.

Always speed, it shows people you are a person of pep, even though an amateur driver.

Never stop, look or listen at railroad crossings, as it consumes time.

Drive confidently, just as though there were not twenty-eight million cars in service.

Always lock your brakes when skidding. It makes the job more artistic.

Always pass cars on hills, it shows you have more power, and you can turn out if you meet a car at the top.

In sloppy weather, drive close to pedestrians. Dry cleaners appreciate it.

Never look around when you back up. There is never anything behind you.

---

lumin metal, change floating battleships to obsolete targets.

Last evening in Miami, after nine nights and days in a Pullman car, plus nearly 1,000 miles by automobile, traveling up and down on the earth between the Atlantic and Pacific and along the California coasts. There is no very important news, nothing to be remembered or written down 10 years hence. At least there is no such news on the surface although you can never be sure that the big thing has not happened under your nose.

Leonardo da Vinci never mentioned, as far as this writer knows, the voyage of Columbus, although it happened in his prime and Leonardo wrote a great deal. And the Duke of St. Simon, in his famous memoirs, mentions "a certain young man named Aronet, who calls himself 'de Voltaire'," and adds, "I only speak of him because his father was my father's notary." He might have said more about him if he had known that that certain young gentleman, with his writings, was destined to educate the people of France and cause French Kings and Dukes to be thrown into outer space. Some Christopher Columbus of chemistry, some young writer on a country newspaper may at this moment be creating the really "big news" of the future.

## OLD TIMETABLE IS UNEARTHED

The Magazine is indebted to J. A. Moran for an old Inter-Urban passenger train timetable dated July 1, 1899, which he thought might be worth a short story.

The timetable included ticket rates between Carthage, Oronogo, Webb City, Joplin and Galena. B. F. Yoakum was vice-president and general manager at that time; Bryan Snyder was general passenger agent, and W. T. Saunders, traveling passenger agent.

There were 18 passenger trains a day in both directions, between Galena and Joplin, Mo.; 10 between Galena and Joplin to Webb City and Carthage, and the same number, Carthage to Galena.

Single trip tickets, Galena to Joplin, were 10 cents; Jackson to Carthage, 25 cents. Round trip tickets, Galena to Carthage, good for thirty days, sold for 50 cents.

The cover of the timetable proudly quotes that Palace sleeping and free reclining chair cars will be found on all through trains, and that there will be free transfer in Frisco Line wagonettes to and from depots in Carthage and Webb City.

Those were the days when Joplin and vicinity was teeming with mining activities and, apparently everybody rode trains; however this schedule was in competition to the street car lines at that time.

## 27 MEN SERVE 1,080 YEARS

Madge M. Morton, transportation clerk in the office of M. M. Sisson, superintendent of the Frisco's Eastern division, was impressed with the unusual length of service of some of the older men holding regular passenger runs, when she made out the requests for their annual transportation for 1934.

The total service of 27 passenger conductors and engineers working between St. Louis and Springfield figures 1,080 years. Inasmuch as the Eastern division is one of the oldest divisions of the system, it occurred to her that this record might be higher, in point of total service, than any other division.

It is true that many incidents of humor pathos and even tragedy have entered into the experiences of the 27 men in their respective years of service.

The oldest, in point of service, is Charles W. Schank, passenger engineer on the Rolla Sub, whose service totals 53 years. The average number of years service per man totals 40.





## IN APPRECIATION

**T**O M. W. Dunkin, general agent, Frisco Lines, Memphis, Tenn., from Davis & Andrews Company, millers and grain dealers, Memphis, Tenn.:

"We wish, through you, to congratulate the Frisco Railway on the splendid service rendered on car Frisco 146589. We gave Scruggs-Robinson & Company an order on the Lathrop-Marshall Grain Company, of Kansas City, for this car of corn at 4:15 p. m., November 25, and it arrived in Memphis November 26 at 3:00 p. m., or less than twenty-four hours after the order was given.

"We cannot help but appreciate such splendid service, and might further state that your line has always set a mark for the other railroads to shoot at.

"(Sgd) Wm. Bollinger,  
"Asst. Sec'y and Treas."

To J. T. Hulehan, general agent, Frisco Lines, Cape Girardeau, Mo., from The American Legion, Louis K. Juden Post No. 63:

"Please allow me to take this opportunity to thank you and your organization for the splendid service and equipment afforded us on our recent trip to the National American Legion Convention at Chicago.

"The entire trip, both going and returning, was a very pleasant one and made possible by the very close attention given every detail for our comfort by yourself, Mr. Will and Mr. Renick, of the C&EI Railroad. We want to especially thank Mr. Will for making the trip with us, and we think so much of it that we would like to have the same arrangement when we go to Miami, Fla., next year, with yourself and Mr. Will furnished with the equipment. We are starting now to work on the proposition, and if possible will make your line the official route from Southeast Missouri.

"On the part of myself and entire membership of the Louis K. Juden Post No. 63, The American Legion, let me thank you again for this fine service.

"(Sgd) J. M. Thompson,  
"Post Commander."

To J. W. Nourse, passenger traffic manager, St. Louis, Mo., from J. H. Ruff, Drum Major, Cape Girardeau

Drum and Bugle Corps, State Champions:

"May I take this opportunity of expressing the attitude of myself and entire Cape Girardeau drum and bugle corps to you and all concerned (special mention to Harrison Will and J. T. Hulehan of our city) for the manner in which you took care of us on our recent trip to Chicago. Mr. Will and Mr. Hulehan were very accommodating and gave us equipment and service that was very fine indeed: also, Mr. Will's presence with us on this trip was very pleasant and appreciated — we think enough of him and his service that we ask that on future moves, on your line, that you furnish him as well as your equipment."

To F. J. Lawler, assistant general freight and passenger agent, from R. J. Nolte, traffic manager of the Lamert Furniture Company, of St. Louis, Mo.:

"It is not unusual to receive the best possible service from the Frisco, but this is to advise you we have again been favored with the usual.

"For details, see your Mr. Hale, who handled the matter, very, very satisfactorily."

NOTE:—Mr. Nolte had an LCL shipment of 2,200 pounds of furniture for Roger K. Lane, of Tulsa, Okla., and called the Frisco on the morning of December 7, asking for service to Tulsa. The shipment would be refused by Mr. Lane if not received Saturday afternoon, and advice was they would not be able to make shipment from St. Louis until Friday, the 8th, and the Nichols Transfer Company would need about four hours to set up the furniture and get it in shape for delivery. Arrangements were made to deliver the goods on arrival at Tulsa and the shipment was delivered to the Frisco freight station at St. Louis at 4:30 p. m., December 8, and was unloaded at 12:30 p. m., December 9th. The shipment was delivered to the consignee by 1:00 p. m.

## CRAFTS ELECT OFFICERS

Results of the elections of officers of the Frisco Association of Metal Crafts and Car Department Employes, Locals 1 and 2, at Springfield, Mo., and the local at Joplin, Mo., have just been announced.

In Local No. 1, at Springfield, the same officers which held office in 1933 were re-elected unanimously. They are: Claude Hereford, president; Claude Campbell, secretary, and James Loser, treasurer. Burl Hough was re-elected Eastern division committeeman. The trustees are Ernest Jackson, Fenton Coleman and John Dalman. These officers were praised for their splendid work in behalf of the local during 1933.

Officers of Local No. 2, at Springfield are: Ed. DeClew, president; Charles Goode, vice-president; Joseph L. Gulley, treasurer. Paul Rice was named trustee, succeeding Frank Genung. Those serving with Mr. Rice are Allen Mitchell and Charles Miner. Mr. Bishop was re-elected secretary for the fifth consecutive year. The following craft committeemen were elected: Frank Jones, Venton Wiles, Charles Goode, Al Jacobs, Fred Huffman, John Keopke, M. L. Ryan, Claud Atterberry, Woodie E. Bell, Luther Caffey and Andy Zay. Several craft committeemen are yet to be elected.

The Joplin local elected L. O. Foster, president; Jess Wilson, vice-president; D. A. Hubbard, secretary, and Roger Fletcher, treasurer.

## DO YOU KNOW ONE?

A cartoon called "Famous Engineers", a one page illustrated feature, is carried in the magazine, "Railroad Stories", each month.

A request recently came to the Magazine Department to suggest one of the Frisco's engineers whose service had been most interesting—one who had done something unusual, some engineer who has set some kind of a record or invented some kind of an important device, or who has had a "colorful" career along other lines.

You boys who swap yarns at the roundhouse before you "pull out on the run"—can't you pick out this engineer for us? Give us authentic facts or tell us where we may reach him, so that he may be interviewed.

Send this information in immediately, so that the data may be forwarded to the magazine and used as the subject of one of these illustrated pages.

## A DECREASE IN ACCIDENTS

The accident prevention report for the month of November, 1933, compared with November, 1932, is encouraging. For the first time this year a decrease is shown in personal injuries to employes, November, 1933, as compared with November, 1932 (counting all employes), of 0.9 per cent. While this is a small reduction, it is a reduction at last.

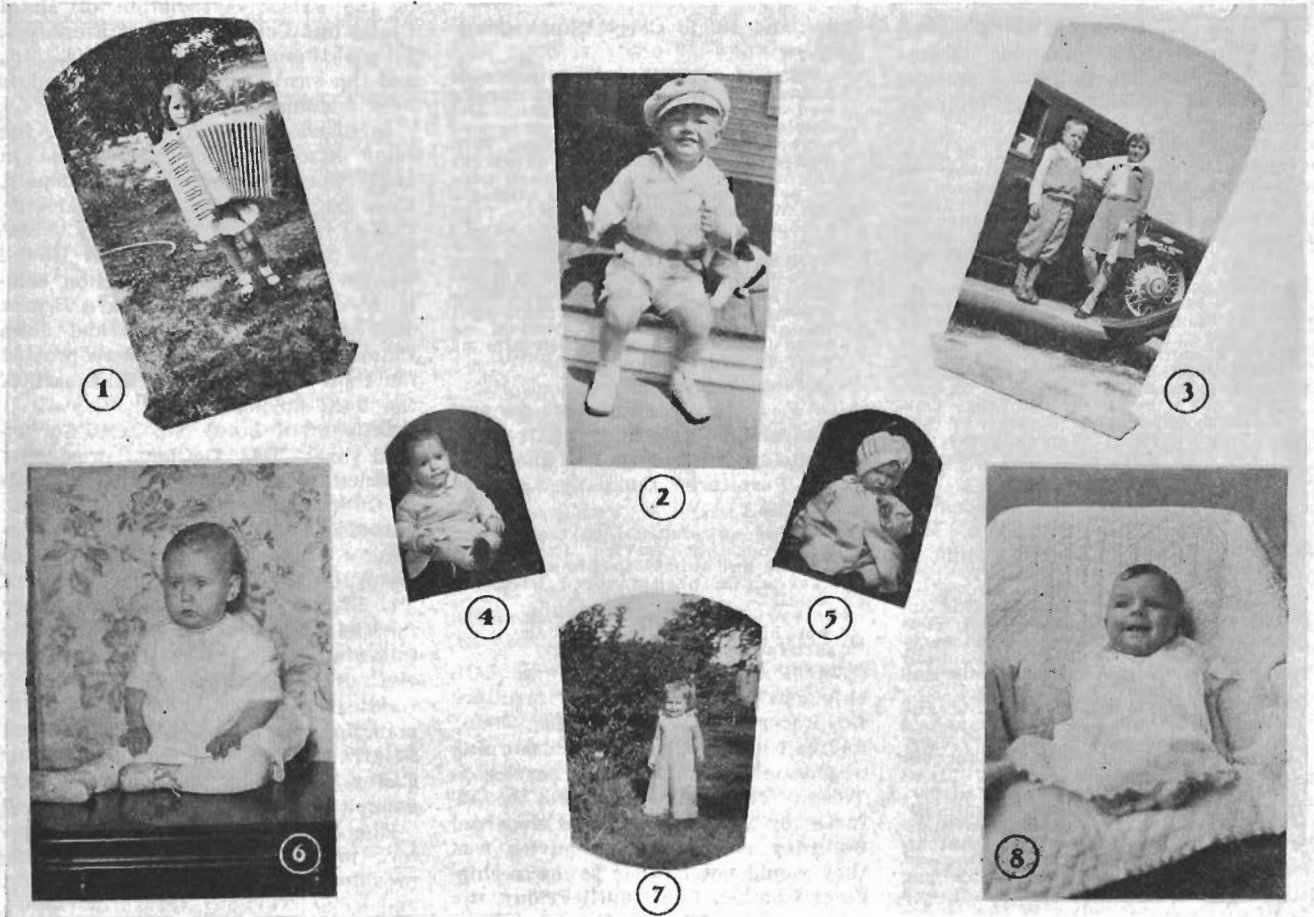
The report shows the following decreases: transportation department, 16.1 per cent; maintenance of way department, 17.9 per cent, and mechanical department, 34.2 per cent.

The report shows 8 employes killed for the first 11 months of 1933, as against 7 the same period last year. A total of 1,148 were injured, against 1,014 the same period last year.

Mr. Baltzell feels encouraged and advises that the manner in which both employes and supervisory officers regard accident prevention work, he believes 1934 will show up better than 1933. Investigations of the injuries sustained, as well as the deaths resulting, shows that 98 per cent. of them were avoidable. Supervisors and employes alike are working toward a clear record.

**HAPPY NEW YEAR**

## FRISCO CHILDREN



1—Charlotte Berry, eight-year-old daughter of Artie Berry, machinist, Kansas City. 2—Chas. Mitchell Amber, son of William Amber, brakeman, and grandson of Jim Amber, brakeman, both of Monett. 3—Oleta Jeane and George, Jr., children of G. K. Patterson, agent-operator, Joiner, Ark. 4—Dorthea Jean, daughter of Lige Deason, yard clerk, West Tulsa. 5—Vivian Fuller, granddaughter of Car Inspector Wm. J. Fuller, Kansas City. 6—Dora Jean Prater, granddaughter of Moll Williams, conductor, and niece of LeRoy Prater, clerk, Springfield. 7—Wilma Ruth Rittenhouse, daughter of Sam Rittenhouse, switchman, Monett. 8—Carole Marie Hofmeister, daughter of Chas. Hofmeister, auditor revenues office, St. Louis.

## OLD TIMER GREETES PALS

Many Frisco employes will remember William H. Wells, ex-conductor on the Birmingham sub-division. He is now located in Birmingham, Ala., and sends New Year's greetings to all his old friends.

He read with interest the account of the big reunion of the veterans held at Pensacola this summer, and recognized, in the photographs, many of his old pals.

During the past nine years he has had several opportunities of getting shipments of freight carried by way of the Frisco where consignor had planned to ship by truck, and he is ready to advertise the Frisco whenever possible.

He would be glad to hear from his old friends, and may be reached at 514 Lyric Building, Birmingham, Ala.

## TWO FRISCO MEN HONORED

## Underwood and Coulter Made Officers of Traffic Clubs

C. S. UNDERWOOD, division freight and passenger agent at Wichita, Kans., and J. R. Coulter, traffic manager at Kansas City, were signally honored when they were recently elected to the offices of president and second vice-president, respectively, of the traffic clubs of their respective cities.

Mr. Underwood came to Wichita in 1907 and was employed in the agent's office of the Rock Island. He came with Frisco Lines as traveling freight agent at Wichita on November 1, 1923, and was promoted to general agent August 15, 1931. He was later made division freight and passenger agent.

Mr. Coulter, who was made second

vice-president of the Kansas City Traffic Club at a recent election, came with Frisco Lines, October 1, 1927, as chief clerk to the vice-president. He was made executive general agent at Kansas City, March 15, 1928, and traffic manager at Kansas City, October 1, 1930.

All the people have to pay for transportation in one form or another, and it is estimated that about 68,000,000 of our inhabitants, by reason of investments in securities, deposits in savings institutions and ownership of insurance policies, have a financial interest in the railroads.

—CALVIN COOLIDGE.

# NEWS OF THE FRISCO CLUBS

## Tulsa, Okla.

The Frisco Employes' Club of Tulsa, Okla., held its December meeting on the night of the 11th. The matter of the election of officers was the big event of the evening. Fay Warren, yardmaster, succeeded J. C. Burnett as president. R. M. Page, agent at Tulsa, was elected vice-president, and W. O. Coy was elected secretary-treasurer. There was a large number present at the meeting and each member pledged support to the newly elected officers.

After the election and business meeting, a floor show was presented to the members and guests, consisting of numbers by Harold Boyce Eckley, young son of Mr. John Eckley, roundhouse foreman, and Mrs. Eckley; Jimmie Youngblood, the two Foster Brothers and Little Jeanne Marie Connelly.

Members of the club planned a dance the week before Christmas, with the price of admission a can of food to be donated to the poor. A committee was appointed to distribute the food collected to Frisco employes who are unemployed and in need of help in the vicinity of Tulsa and West Tulsa.

## Oklahoma City, Okla.

Members of the Frisco Employes' Club of Oklahoma City held a business meeting on the night of November 16 and following this meeting, members and guests enjoyed a dance.

C. T. Mason, assistant superintendent, made a splendid talk on "Improving the Physical Conditions of the Railroad."

W. L. Huggins, Jr., traffic manager, pointed out how each employe could be of help in securing business, particularly calling attention to the large appropriation the Government has made for improvements at Ft. Sill, Okla. This work will mean good tonnage for Frisco Lines for the next few months.

M. W. Bell, president of the club, gave a very favorable report on letters which had been sent out to shippers since the last meeting. He stated that several of the shippers showed their interest to the extent of telephoning the office and commenting on that form of solicitation.

Mrs. Jess Moore, wife of car foreman and Mrs. M. W. Bell staged a short play which pointed out the importance of the employes and members of their families attending the

business meetings of the club. Mrs. Moore took the part of Jim Jones, switchman, and Mrs. Bell was Martha Jones. The play was well accepted by all present.

H. G. Snyder, Jess Moore and W. A. Schubert, officials, were also present at the meeting. Following the business session, guests and members enjoyed a dance.

The next monthly affair of the club will be held on December 21, when a meeting for the election of officers will be held.

## Joplin, Mo.

The regular meeting of the Frisco Employes' Club of Joplin, Mo., was held at the Tenth Street Freight Station, December 6. The meeting was preceded by a covered dish luncheon.

The club members were called into the business meeting at 7:45 p. m. with all officers present and a goodly number of members and guests.

After the reading of the minutes, some time was spent in a general discussion regarding various matters, and particularly traffic solicitation and special mention was made by J. E. Springer, division freight and passenger agent, regarding the generous response the Frisco was receiving in connection with its new meat car schedules.

The matter of handling club membership cards for the year came up for discussion and after many suggestions were offered it was moved and unanimously voted that the following plan of payment for club membership cards be adhered to for 1934:

Members drawing \$49.00 and under per month, 15c per annum.

Members drawing \$50.00 and under \$100.00, 25c per annum.

Members drawing \$100.00 and under \$125.00, 50c per annum.

Members drawing \$125.00 and under \$150.00, 75c per annum.

Members drawing \$150.00 and over, \$1.00 per annum.

It was further decided by the club that the head of each department be mailed enough cards to supply employes under his supervision and that each employe be solicited to become a member and urged to be present at all meetings possible.

O. G. Moul, chairman of the Christmas program, advised that everything would be in readiness at the proper time and that as treasurer of the club there was sufficient funds on hand to

clear what indebtedness might be incurred.

As a result of the appointing of certain club members at a previous meeting to arrange for music and programs during the week preceding Christmas, programs to be given in the lobby of the Sixth Street Passenger Station, the following schedule of programs was worked out:

Tuesday, Dec. 19th, 8 p. m.—  
Joplin Senior High School.

Wednesday, Dec. 20th, 8 p. m.—  
S. Christian Church Choir.

Thursday, Dec. 21st, 8 p. m.—  
Boys Chorus, Lafayette School.

Friday, Dec. 22nd, 8 p. m.—  
1st Presbyterian Church Choir.

Saturday, Dec. 23rd, 3 p. m.—  
YWCA Business Women.

Saturday, Dec. 23rd, 8 p. m.—  
1st M. E. Church Choir.

Following the 8:00 p. m. program on Saturday, a party will be staged by the Frisco employes and their families in the lobby, where arrangements are now in progress by the building manager, Mr. Mount and his force to have the season's decorations and Christmas tree in readiness by Monday, December 18th.

The nominating committee, appointed at the November meeting, reported its choice of officers as follows: Roy Barcus, cashier, freight station to succeed S. R. Landrum, as president; Len Kneeland, stenographer to General Agent Douglas to succeed A. W. Webber as secretary, and O. G. Moul to succeed himself as treasurer.

It was moved that the rules be suspended and that the choice of the nominating committee as to nominees be accepted and that same be chosen by acclamation, which was unanimously done.

## Ft. Worth, Texas

The Frisco Employes Club of Ft. Worth, Tex., entertained its members and their friends with a dance and bridge party at the Elks Club, December 2. Approximately 200 persons were in attendance.

This was the first entertainment sponsored by the club since the summer months and it was thoroughly enjoyed by all present. Music was furnished by Patrick's Orchestra. Tables were provided for those who desired to play bridge.

Harry Granger, chairman of the entertainment committee was in charge of arrangements.

### Frisco Girls' Club of St. Louis

The members of the Frisco Girls' Club of St. Louis have just completed one of the most ambitious Xmas programs ever attempted by that club. They packed 160 baskets for the poor at Xmas.

Money for the undertaking was secured through the members and employes of the St. Louis offices. Not one request was turned down and, according to the card index, 695 men, women and children were fed through the 160 baskets delivered by this club.

The largest number distributed heretofore was 148 in 1932. The program has been in effect since 1927, and the number packed each year has varied considerably, with 1933 topping the list as to number.

Most of the baskets were called for by persons for whom they were intended, and only about 28 of them were delivered. John Daniels, president of the St. Louis Terminal Club, gave valuable assistance in helping to distribute the baskets.

### Newburg, Mo.

The December 4th meeting of the Frisco Employes' Club of Newburg, Mo., was well attended, and the main discussion of the evening centered around the responsibility of the employes to their own home town of Newburg. It was brought out that a number of them had been going to other towns to purchase supplies, and the club members present at this meeting were of the opinion, and in fact a motion was made and carried, that the employes should be asked to spend their money in Newburg with Newburg's own merchants.

On the nights of December 15-16, there were benefit shows at the Newburg Theatre and the nights were termed "Newburg Frisco Club Nights". The club received a certain percentage of the money on all tickets sold. The feature picture was "The Return of Casey Jones".

Practically all Newburg employes attended the show on one or both nights.

### Afton, Okla.

The business men of Afton, Okla., were guests of the Frisco Employes' Club of that point on the night of December 5. The station was decorated for the Yuletide Season, advertising the Meteor and the Bluebonnet.

W. M. Estus spoke briefly on the highway maintenance and advised those present that 1,641,000 pupils were educated through railroad school taxes.

W. H. Shedlebar, agent, urged the employes to start an intensive cam-

paign on the solicitation of passenger business on the new fares which became effective December 1.

C. H. Baltzell, director of accident prevention was the main speaker of the evening and gave a splendid talk on "Our Railroad". While in that city he addressed the school children on accident prevention and the hazards of playing around railroad tracks.

Following Mr. Baltzell's address, several of the merchants made short talks which were splendid, and appreciated by those present.

### FROM A BOOSTER

San Luis Obispo, Calif.  
December 13, 1933.

Mr. C. B. Michelson,  
Frisco Lines,  
St. Louis, Mo.

Dear Sir:

I am a native of your Ozarks, and these Californians have long doubted my word concerning most facts and all fruit and farm land conditions—plus our Ozarks Springs and Streams. Can you help me out by sending your latest booklets on lands along the dear old Frisco Line for which I used to work and wish I still did.

Best wishes for the success of your company and my old friends. Hurry the booklets before I have a scrap over the old home state.

Yours truly,  
(Sgd.) MRS. M. A. HARRISON.

### Ft. Smith, Ark.

The Frisco Employes' Club of Ft. Smith, Ark., sponsored a big dance on the night of December 4 for members of the club, their families and friends. Approximately 100 persons were in attendance.

Before the dance a short business meeting was held and a report of the nominating committee on the selection of new officers for 1934 was made. A motion was made to elect those whose names had been selected by the committee. They were: Geo. Hinnant, steno-car clerk, freight office, president; Earl Dodd, messenger, vice-president, and H. J. Dennis, secretary to the superintendent, secretary-treasurer.

Motion was also made and seconded that the vice-president be made club reporter. Short talks were made by Messrs. Gabriel, Presson and McCain regarding the importance of all employes taking an active part in the solicitation of business, also the mat-

ter of truck activities in that territory was touched upon.

R. A. Williams, ex-brakeman, who attended the business meeting and dance, suggested that the Frisco employes in registering at hotels, write the words "Frisco Lines" on the hotel register. This suggestion was approved.

Following the business meeting, the guests enjoyed dancing, music being furnished by Miller's Orchestra. The following employes and their families from out of town were present: Jack Seaburn, section foreman, and Francis Harris, from Mountainburg; C. H. Garrison, roundhouse foreman, and family from Fayette Junction; R. K. Stoneberger, roadmaster and family from Fayetteville; E. L. Castel, agent, and family from Mansfield, and C. T. Harvel, operator, and family from Huntington.

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

One hundred and seventy-seven members and guests attended the big Christmas party of the Frisco Girls' Club of St. Louis in the Gold Room, Jefferson Hotel, on December 19th. The club was honored as in other years in having most of the official staff at the speaker's table. Those present included, J. M. Kurn, J. G. Lonsdale, J. R. Koontz, E. T. Miller, L. O. Williams, S. S. Butler, E. H. Bunnell, J. N. Cornatzar and W. S. Merchant.

Following a dinner of turkey and trimmings, and after a Christmas greeting to all present, extended through Martha Moore, president of the club, the guests and visitors were introduced. Mr. Kurn and Mr. Lonsdale were the only guests asked to extend Christmas greetings to the clubs. Their remarks were pointedly in appreciation of the efforts of the club in its varied interests. The other guests were welcomed and each was extended a personal greeting from the club.

Other guests included Evelyn Lloyd, Ella Brueschke, Polly Pierson, Mary Furey and Marion Collins from the Anheuser-Busch Plant.

The past presidents of the club also extended Xmas greetings and the four girls who had secured business for J. M. Kurn's birthday acknowledged an introduction. They included Margaret Lehey, Mary Crane, Marie Lunker and Claribel Robinson. Announcement was made of the approaching marriage of Sophie Williams and Mary Crane, enthusiastic and loyal members of the club.

The program consisted of accordion numbers by Melvin Miller and a delightful group of songs by Madeline

## A New Club Is Organized

THE various Frisco Employees Clubs throughout the system will rejoice over the birth of a baby—a new club, members of which had their first meeting at Mansfield, Mo., on the night of November 27. Agents, operators, section foremen, express agents and all other employes between Rogersville and Cabool, Mo., met at Mansfield, where, through the efforts of V. O. Ballew, agent at Norwood, Mo., they held a banquet and formulated organization plans for the club.

The first order of business after the banquet was the election of officers. V. O. Ballew was elected president, J. P. Houk, agent, Mountain Grove, vice-president; R. D. Harris, operator, Mansfield, treasurer, and J. H. Spears, agent, Cedar Gap, secretary.

S. A. Brophy, CMSTP&P engineer, a guest at the meeting, made an excellent talk, outlining what benefits might be expected as a result of the organization of such a club and what benefits he had observed on his division of the CMSTP&P in North Dakota. He also commended the members for their progressiveness in forming the club and attempting to better conditions through concerted efforts.

Some very interesting views on why and how the trucks have been able to divert traffic from the railroad were given by Eugene Slater and J. P. Houk. The tariffs also came in for a discussion.

L. F. Livingston brought out the fact that hogs for serum purposes must be accompanied by a permit when shipped by rail, but that the trucks paid no attention to this requirement and therefore get the business.

A number of other interesting views were presented regarding the future of the railroad business and the members set the second Monday night of each month to be the regular meeting night of the club.

Employes in attendance at this organization meeting were: G. W. Williams, J. P. Houk, Eugene Slater, E. A. Sneed, W. H. Rhodes, L. F. Livingston, J. J. Raby, W. M. Young, J. R. Thompson, C. C. Massey, J. H. Hage-

man, V. O. Ballew, L. B. Matthews, H. H. Blansett, R. D. Harris, C. W. Hamawald, C. W. Faust, Roy West and J. H. Spears.

The second meeting of members of the newly formed Ozark Club, met on the night of November 11 at Mountain Grove, Mo., with 24 members in attendance.

The name of "The Ozark Club" was selected after much discussion. The name covers a great deal of territory, but a majority of the members favored this name because the territory covered by the club is a typical example of the Ozark territory.

G. M. Forrester, general agent at Springfield, and C. A. Redden, of the traffic department, St. Louis, were the guests of honor for the evening. Both explained the new freight truck rates that are to go into effect on January 1st and both were optimistic in that they felt the rails will have a fair show to compete with the trucks in the future. Through the membership of the club, an extensive solicitation campaign is being started and with the new truck rates going in, the membership felt that some very fruitful results would be obtained. A vigorous campaign is to be started through the schools, advising the teachers of the big amount of taxes paid by the railroads in the various counties, a great proportion of which goes to school funds.

A move is being started to celebrate the 50th anniversary of the first train into Mountain Grove, and members of the club are now planning to hold a Golden Jubilee next spring in celebration of the event. This program will be advertised and kept before the people continuously until the spring and at that time this club hopes to sponsor one of the greatest meetings that has ever been held on the line.

The express men of Mansfield and Mountain Grove have joined the club and are equally enthusiastic in the work of the club, since their work is closely allied with that of the railroad employes. The club members appreciate their loyalty and support.

the big features of the day. He brought with him two assistants, Red Caps from the Union Station, who distributed prizes to the girls which were later returned to be put in the baskets.

The big feature of the luncheon was the drawing of the 28 attendance and other prizes.

A total of \$323.00 was secured in the Frisco Girls' Club charity fund. This club expects to pack some 135

baskets for the poor at Christmas time.

Ada Husbands, Adele Heilman and Kate Ratchford selected the attendance prizes and Katherine Noon, Mildred Singer and Marie Roche welcomed the girls at the door and wished them a very Merry Xmas.

At the close of the meeting, S. S. Butler presented the Girls' Club president with a beautiful poinsetta plant, a gift from the members of the club. The gift was graciously presented and deeply appreciated.

As a finale to the splendid meeting, the members sang "Auld Lang Syne" as they left the banquet hall, each feeling that it was one of the best meetings of the year.

### Frisko Girls' Club Springfield, Mo.

Members of the Frisko Girls' Club of Springfield held a cake and candy sale in the lobby of the general office building, also on the north side, Monday, December 4. The funds raised to be used for charity. A total of \$103.00 was realized from the sale.

Hazel Clark was chairman of the committee at the general office building and Hazel Baker was in charge of the sale at the north side. Other members of the club serving on the two committees consisted of Jessie Laub, Matilda Hoffman, Katherine Hurt, Irene Schaller, Pearl Fain and Nola Rook.

Through Mr. C. J. Kunz, president Employees' Club at Monett, Missouri, the Junior Chamber of Commerce at Monett extended an invitation to the officials, and members of the Girls' and Men's Clubs at Springfield, to attend a banquet in honor of the officials and employes of the Frisco to be held at the Park Casino, 7:00 p. m., Wednesday, December 13, at Monett.

The Girls' Club was well represented; about fifteen members attending, and a most enjoyable time was had by all.

The Frisco Girls' Club of Springfield held a Christmas party on Tuesday evening, December 19, at the Y. W. C. A.

The following committee was in charge. Marie Kidd, chairman, Flo Blevans, Helen Heflin and Grace Jochum.

Each member who attended received a gift. There were refreshments and plenty of fun.

### Memphis, Tenn.

Twenty-five members and one visitor were present at the November 29th meeting of the Greater Traffic Com-

Young. She was accompanied at the piano by Helen Martin, of the Missouri Pacific Railroad. Colonel Dudley, one of the most famous educated dogs in the country, and his master, Geo. Kohan, were special guests. Colonel Dudley gave a delightful little program for the girls. He was introduced by Jack Leighton.

Santa Claus, impersonated by "Uncle" Charley Baltzell, was one of

mittee of Memphis, Tenn. The visitor was M. W. Dunkin, general agent.

The secretary made a report of the business secured for presentation to Mr. Kurn on his birthday on November 10, which consisted of 6 cars, 2 LCL shipments and 4 passengers. Other business secured since November 10 was 2 cars, and 6 LCL shipments. Ten tips on future business were reported to R. E. Buchanan's office.

H. H. Smith commented on the reports, stating that these cases showed what the employes can do if they will keep their eyes open. The expense, revising, rate and other clerks handling waybills have an opportunity to observe the routing and can almost daily pick up a case where the Frisco can secure a longer haul and more revenue.

Mr. Dunkin expressed his pleasure at being able to attend the meeting and said he had listened with a great deal of interest to the proceedings on the activities of the club members, and that the traffic department would run down every tip handed to them.

### *Ladies' Auxiliary, Sunnyland Club of Kansas City*

The most important item of business to be brought up at the December 5 meeting of the Ladies' Auxiliary to the Sunnyland Club of Kansas City, was the election of new officers for the coming year. Mrs. M. J. Sartain was elected president, succeeding Mrs. Geo. Highfill. Mrs. A. J. Pinn was elected vice-president, Mrs. J. Hammons, secretary, and Mrs. R. Radford, treasurer.

Mrs. W. Bullard introduced the five guests of the Allied Independent Railway Labor Organization from California, Minnesota, Washington and Kansas.

It was reported that a card of condolence was sent to the family of J. L. Ellinger. Mr. Ellinger was a retired employe of the Frisco who died recently.

The afternoon was spent in playing bridge, pinochle and bunco. Refreshments were served to 43 members and guests. Hostesses for the day were: Mesdames Grace, Cummings, Miller, Davis and Bennison.

Mrs. C. C. Davis won the prize for having the largest number present, with Mrs. Bennison receiving honorable mention.

### *Colored Club of Birmingham, Alabama*

Members of the Colored Club of Birmingham, Ala., held a meeting on December 4 with a goodly number of the members in attendance.

Each member present made a pledge to try to get at least one passenger via Frisco Lines during the holiday season.

### *Frisco Employes' Club Wichita, Kans.*

Sixteen members were present at the December 15 meeting of the Frisco Employes' Club of Wichita, Kans. Communication was read from J. M. Kurn, in which he thanked the members for their participation in the birthday gift, presented to him on November 10.

The following new business was reported:

Three cars of roofing tile, Coffeyville to Wichita, and two LCL shipments a month, Memphis to Wichita, reported by Harry Marshall, rate clerk.

Two cars coffee, New Orleans to Wichita; one car cake flour, Sioux City to Wichita; seven cars fruits and vegetables from North West to Wichita and one LCL shipment, St. Louis to Wichita, reported by Harry Sigler, conductor.

New officers to serve during 1934 were elected at the close of the meeting. Ralph Dinsmore was reelected for another term as well as A. J. Sperry, treasurer. Harry Grimes was elected vice-president and E. J. Immele, secretary.

Motion was made that the president appoint a committee to arrange for a party to be held at the Steffens Hostess Room on installation night in January. Mr. Immele, Mr. Roberts and Mr. Freeze were appointed.

### *Frisco Men's Club of Springfield, Missouri*

The members of the Frisco Men's Club of Springfield, Mo., arranged a dinner and entertainment, Tuesday the 19th, at the Frisco Dining Room in the passenger station. Approximately 275 members were present.

Guests at the dinner included, H. L. Worman, chief operating officer of St. Louis; F. H. Shaffer, C. P. King, J. H. Doggrell, M. M. Sisson, S. J. Frazier, F. G. Lister, J. K. Gibson, J. L. Harvey, W. S. Reeve, E. M. Carr, W. D. Steele, G. F. Forrester, L. J. Leysaht, local agent Carter and local Surgeon Fessenden.

Music was furnished during the dinner by the Jesse Smith Orchestra, and Mrs. H. H. Webb led the members in group singing, assisted by Glen Stanbach at the piano. The "wonder" children of Springfield, Melba Rose, 14, and Harold Greenburg, 12, gave a group of solos and duets. These are the children of one of Springfield's local merchants and they have appeared on the stage of local

theatres. The principal talk of the evening was made by E. L. Westbrook, Frisco attorney of Jonesboro, Ark.

The election of officers for the year was held and the same officers were re-elected. They are, J. E. Potts, president; R. D. Gilbert, vice-president; R. L. Patrick, treasurer; A. E. Wooldridge, secretary and C. A. Wooldridge, sergeant-at-arms.

### *Frisco Men's Club of St. Louis, Missouri*

The Frisco Men's Club sponsored a big Christmas party at the Jefferson Hotel on December 21, and 322 employes and guests attended. According to those who attended, it was one of the greatest parties since the club was organized.

Special guests included J. M. Kurn and John G. Lonsdale, J. R. Koontz, E. T. Miller, E. H. Bunnell and other officials and executives.

Prior to the luncheon, members of the club were given the new Frisco pin as Season's Greetings from the Men's Club. Sam S. Butler served as toastmaster and gave a wonderful talk in regard to the loyalty and respect each member should have toward the new Frisco pin. He also presented the trustees with one, together with an honorary membership card in the club.

The entertainment numbers consisted of vocal selections by Madeline Young, also Christmas Hymns by a double male quartette. A total of 86 attendance prizes were awarded, which included 25 dressed turkeys. During the luncheon and at intervals, Hal Havird's ten-piece orchestra furnished music and their numbers included several trumpet and violin solos.

F. J. Lawler was present with the following guests; Ed Rohrkasse, of the Shell Petroleum Company; C. A. Campbell, of the National Candy Company; E. H. Brandt, Schlesinger-Tarrant Brokerage Co.; Alvin Franke, Robert Gaylord Co.; E. H. Brinkmeyer, Pauly Jail Building Co., and Don Hyman, Brown Shoe Company.

### RISE IN RAIL TAXES

The taxes paid by the railroads in 1892 amounted to \$33,000,000. During 1931 they had increased to more than \$300,000,000; and they had been in 1929, \$100,000,000 more than this. Railroad net earnings during 1890-1929 increased 382 per cent, but railroad taxes increased 1,220 per cent—during a period in which all taxes increased 962 per cent.

—DR. CHARLES L. RAPER,  
Dean of the College of Business Administration, Syracuse University.



# THE PENSION ROLL



**ROBERT LYONS**, engineer, Eastern division, was retired from active service on October 31, 1933, due to his having reached the age limit. He was born at Sunville Kelgarvin, Kerry County, Ireland, and came to this country on March 2, 1882, and began his service with Frisco Lines in the maintenance department in April, 1882, at Augusta, Kans. He also worked in the roundhouse at Dixon, Mo., and began fring, Dixon to Pacific, a short time later. He was promoted to freight engineer out of Springfield, Mo., and later to passenger engineer. On October 13, 1887, he married Sallie Owen, of Rolla, Mo., and to them were born five sons and four daughters. Mr. and Mrs. Lyons reside in Springfield, Mo. Continuous service of 51 years and 8 months entitles him to a pension allowance of \$106.10 a month, effective from November 1, 1933.

**CHARLIE CURTIS MILLS**, conductor, Southwestern division, was retired from service October 31, 1933, due to his having reached the age limit. He was born October 5, 1863, at Trent, Mich., and was educated in the schools of Oswego, Kans. His first service with Frisco Lines was as a brakeman on the old Kansas division, June 14, 1883, Pierce City to Neodesha. He was promoted to freight conductor, February 28, 1887, and to passenger conductor January 29, 1890. On April 21, 1902, he was made trainmaster. He was transferred to road service, May 15, 1905, and on August 1, 1925, was made safety supervisor. He returned to road service October 8, 1928, and to accident prevention

*Eleven Frisco Lines veteran employes, with combined service of 389 years and 3 months, were placed on the Pension Roll at a meeting of the Board of Pensions, held November 14, 1933, at the St. Louis general office.*

agent November 1, 1929, again returning to road service August 6, 1931, where he remained until his re-

tirement. On March 1, 1922, he married Hattie Jenkins, of Guthrie, Okla. They reside in Oklahoma City. Continuous service of 50 years and 4 months entitles him to a pension allowance of \$102.00 a month, effective November 1, 1933.

**GEORGE FREMONT COLEMAN**, conductor, Eastern division, was retired from active service October 31,

1933, due to his having reached the age limit. He was born October 18, 1863, at Pinkneyville, Ill., and educated in the schools of O'Fallon, Ill. His first work with the Frisco was as freight brakeman, Springfield to Newburg, Mo., in May, 1887. He was made a passenger brakeman, and later held the following positions: train baggageman, freight brakeman out of Springfield, freight conductor, and passenger conductor. The latter promotion came in 1903. He married Ema Ostrom, of Hutchinson, Kans., November 23, 1884, and to them were born one son and two daughters. Mr. and Mrs. Coleman reside in Webster Groves, Mo. Continuous service of 44 years and 3 months entitles him to a pension allowance of \$88.90 a month, effective from November 1, 1933.



*The photos above are of the veterans pensioned during the month of November. Reading from left to right (top row): Robert Lyons, Charlie C. Mills, George F. Coleman and Albert Disney. (Middle row): Robert R. Love, William H. Johnson, Ulysses G. Knox and Wm. L. Lane. (Bottom row): Grant Wood, Wm. C. Strawhun and Benj. F. Young.*

**ALBERT DISNEY**, engineer Southwestern division, was retired from active service May 2, 1933, due to total disability. He is 67 years of age, born in England, April 11, 1866. He came to this country at the age of three and one-half years, and was educated in the schools at Mexico, Mo., and began his service

with Frisco Lines as a fireman on the KCFS&M, out of Kansas City, February 7, 1895. He was promoted to engineer in 1899. He was in freight service several years and then returned to passenger service, running between Sapulpa and Ada, and between Tulsa, and Sherman, Tex. On November 24, 1892, he married Anna Heiler, of Slater, Mo., and to them were born one daughter and two sons. Mr. and Mrs. Disney reside in Sapulpa, Okla. Continuous service of 38 years and 2 months entitles him to a pension allowance of \$82.90 a month, effective from November 1, 1933.

ROBERT ROY LOVE, conductor, Southern division, was retired from active service October 31, 1933, due to his having reached the age limit. He was born October 28, 1863, at Princeton, Ill., and was educated in the schools near his home. He served the Burlington Railroad as brakeman and freight conductor before coming with Frisco Lines as a freight conductor on February 16, 1896, on the Southern division. He was promoted from freight conductor to passenger conductor, October 1, 1903. On July 28, 1892, he married Lettie June Ellison, of Wahoo, Nebr., and to them were born one daughter and three sons. Mr. and Mrs. Love reside in Amory, Miss. Continuous service of 37 years and 8 months entitles him to a pension allowance of \$78.55 a month, effective from November 1, 1933.

WILLIAM HENRY JOHNSON, brakeman, Central division, was retired from active service October 31, 1933, due to his having reached the age limit. He was born October 7, 1863, at Huntsville, Mo., and was educated in the schools of Macon County, Mo. He was employed by the A. and O. Ry. as a conductor between Rogers, Ark., and Southwest City, Mo., coming to Frisco Lines as a freight brakeman on the Central division, November 20, 1900. He has served as freight and passenger brakeman on the Central division continuously. He married Sally Arthur, of Bentonville, Ark., who died in 1895. He then married Minnie Clark, who died in 1909. He married Elizabeth Brown on June 17, 1917. Mr. Johnson has three sons and one daughter. Mr. and Mrs. Johnson reside in Fayetteville, Ark. Continuous service of 32 years and 11 months entitles him to a pension allowance of \$47.50 a month, effective from November 1, 1933.

ULYSSES GRANT KNOX, engineer, Central division, was retired from active service August 7, 1933, due to

total disability. He is 65 years of age, born September 15, 1868, at Americus, Mo. He was educated in the schools near his home and came to Frisco Lines August 28, 1896, as a brakeman out of Texarkana, Tex. He then served as locomotive fireman, and was promoted to engineer on the Arkansas and Choctaw Railway, which later became the property of the Frisco. When the Frisco acquired this railroad, they took over four engineers with full seniority, and Mr. Knox was the senior engineer. He married Tyllye McCasland, of Durant, Okla., in 1904, and to them were born one son and one daughter. Mr. and Mrs. Knox reside in Hugo, Okla. Continuous service of 31 years entitles him to a pension allowance of \$57.05 a month, effective from November 1, 1933.

WILLIAM LEE LANE, section foreman, Eldorado, Okla., was retired from active service October 31, 1933, due to his having reached the age limit. He was born October 2, 1863, at Powhattan, Ark., and attended the schools of Argyle, Tex. His first position with Frisco Lines was as section laborer at Hightower, Okla., April 1, 1903. He was promoted to section foreman March 4, 1904, at Eldorado, Okla., and has remained in that capacity and at that point during his entire service. On October 14, 1894, he married Lizzie Gentry, of Argyle, Tex., and to them were born seven sons and one daughter. Mr. and Mrs. Lane reside in Eldorado, Okla. Continuous service of 30 years and 6 months entitles him to a pension allowance of \$32.70 a month, effective from November 1, 1933.

GRANT WOOD, conductor, Southwestern division, was retired from active service February 15, 1933, due to total disability. He is 68 years of age, born March 7, 1865, in English Town, N. J., and educated in the schools near his home. He served the Lake Erie & Western Railroad as brakeman, the TP&W Railroad, the Big Four, the C&EI, the Great Northern, Rock Island and Midland Valley Railroads before coming with Frisco Lines as a freight brakeman out of Oklahoma City, September, 1907. He was made freight conductor July, 1908, and passenger conductor, November, 1925. On March 24, 1903, he married Rosa Lee Reed, of Ft. Smith, Ark., and to them were born two sons and one daughter. Mr. and Mrs. Wood reside in Oklahoma City. Continuous service of 25 years and 4 months entitles him to a pension allowance of \$45.95 a month, effective from November 1, 1933.

WILLIAM COLUMBUS STRAWHUN, engineer, Central division, was retired on February 28, 1933, due to his having reached the age limit. He was born in Rolla, Mo., and educated in the schools near his home. His first position with Frisco Lines was as an engine watchman between Fayetteville and Winslow, when the line was being built, in 1882. He then worked in the roundhouse at Newburg in 1883; fired between Newburg and St. Louis in 1887; served as engineer between Newburg and St. Louis in 1898; between Sapulpa and Sherman as fireman and engineer in the spring of 1900. In the fall of 1902 he went with the Kennefick Construction Company between Okmulgee and Muskogee then returned as fireman and engineer between Muskogee and Okmulgee in the spring of 1903, and as yard engineer, Muskogee, since 1908. He married Mrs. Lucy Bright, of St. Louis, Mo., in the fall of 1888, and to them were born two sons. Mr. and Mrs. Strawn reside in Muskogee. Continuous service of 24 years and 8 months entitles him to a pension allowance of \$35.40 a month, effective from November 1, 1933.

BENJAMIN FRANKLIN YOUNG, agent, Williamsville, Mo., was retired from active service October 31, 1933, due to his having reached the age limit. He was born October 22, 1863, near Burfordville, Mo., and attended the schools at Cape Girardeau, Mo. He worked for various lines before coming with Frisco Lines as agent-operator at Senath, Mo. He also served as agent at various points on the line. On January 29, 1886, he married Narcissa Helderman, and to them were born four children. One daughter was clerk and telegrapher at Senath, Mo., and a son, Raymond, died in the service of the Frisco as a locomotive fireman. Mrs. Young died in 1896. Mr. Young married Lou E. Page, of Whittington, Ill., and to them were born three boys and one girl. Two of the sons studied telegraphy at Delta, and each worked for the Frisco between 1913 and 1917. Continuous service of 22 years and 9 months entitles Mr. Young to a pension allowance of \$29.25 a month, effective from November 1, 1933.

## In Memoriam

### JOHN ASHLEY MORTON

John Ashley Morton, pensioned locomotive engineer died at his home in Ft. Scott, Kans., on December 6. He



was born September 24, 1869, at Waseca, Minn., and entered Frisco service as a locomotive fireman at Ft. Scott, Kans., on November 5, 1895. He was promoted to engineer in 1901 and served in that capacity until retirement. His pension allowance was \$81.20 a month and during his lifetime he was paid a total of \$2,481.25.

#### HENRY PITMAN

Henry Pitman, pensioned pumper of Farlington, Kan., died at his home on December 19. He was born August 7, 1871, near Leavenworth, Kans., and entered the employ of Frisco Lines in March, 1900, in the roundhouse at Ft. Scott, wiping engines. He served as machinist helper and boilermaker helper, later entering the water service department, and in 1902 was assigned the position of pumper, where he remained until his retirement. His pension allowance was \$20.70 a month and during his lifetime he was paid a total of \$1,262.70.

#### JOHN LEE ELLINGER

John Lee Ellinger, pensioned clerk of Kansas City, Mo., died at his home on December 2nd. He was born at Weston, Mo., September 16, 1865, and entered the service of Frisco Lines as check clerk on November 1, 1909, at Kansas City. He worked in that capacity until his retirement. His pension allowance was \$23.70 a month and during his lifetime he was paid a total of \$995.40.

#### VETERAN IS HONORED

On November 29, the employes of the general stores department gathered to give good wishes to one of their fellow workers, W. T. Sloan, who reached the age of seventy years on last November 8th and was retired as of the 29th.

W. D. Price, stock clerk, voiced the opinion of all when he stated that a link of friendship had been formed that would never be severed. As a token of love and fellowship, Mr. Sloan was presented with a lovely rocker, not with the thought that he would go home and sit down the remainder of his life, but as a token of remembrance of the good old days of labor together with his friends. All his friends wished him a bright and happy future.

Mr. Sloan tells us he intends to spend much of his time with his father at Dixon, Mo., in Miller County, who is now 94 years of age.

### URGES FOLLOW-UP ON SAFETY EFFORTS

In the United States 90,000 to 100,000 lives are claimed each year by accidents, which are the most important cause of fatalities to persons from five to nineteen years of age. The economic loss as a result of such fatalities totals over two billion dollars annually, W. H. Cameron, Managing Director, National Safety

which the United States has been engaged; that accidents cost over two billion dollars a year. These and a thousand other startling facts demonstrating the importance of safety are still not realized by millions of people.

"Every owner of a business, every public official, every school superintendent, and every other executive must also realize that the accident experience in his group contributes to this national total. The national totals will help in driving home the importance of accidents, but each plant, each city, and each school must maintain and study its own accident records to realize the character of its own problem. Either from the national or the local angle, the facts about accidents must be the starting point.

"In the second place, accident records suggest methods of control. Without records it is as difficult to adopt wise safety measures as for a doctor to prescribe for a sick person without knowing any of his symptoms. Records tell the plant manager which departments have the poorer records, at what time of day most accidents occur, which machines are the worst offenders, which men have the most accidents, and innumerable other details of accident experience which permit the application of specific safety measures. In the public safety field, accumulated accident experience helps to locate the hazardous streets, the more hazardous periods of the day, and the unsafe drivers.

"After serving to put the safety machinery in motion and after directing its efforts, accident records complete the picture by measuring results. It is almost unthinkable that any sort of safety effort could proceed month after month and year after year without producing definite effects. The alert industrialist or public official is as much interested in tracing the results of safety effort as in measuring the economy resulting from a new machine or from a new type of street surfacing. In measuring results it is wise for the plant manager, the police chief, or the school superintendent to look outside his own sphere of activity to see what is being accomplished by others."

#### Thorough

"Well, now I've got it in black and white," said the old lady, after she had asked both the colored porter and the white man for the time of the New York train.

### JUST IMAGINE!

It will be a long time, we would imagine, before 104 teachers from New York, New Jersey and Pennsylvania, who recently were stranded by a bus line while on a tour of the United States, will look kindly toward that mode of transportation.

These teachers, 104 of them, touring in two huge busses under the management of Rev. E. O. Schwitters of Bloomfield, N. J., were delayed at Amarillo, Tex., as the tour management and drivers of the two huge busses, in which most of the group were traveling, failed to settle an alleged dispute.

The teachers maintained they had paid their assessments in advance for the complete tour. Although reasons were not forthcoming, the teachers understood the drivers had refused to continue without additional funds.

Just imagine an engineer of a train setting the brakes and coming back to the Pullmans and coaches and informing his passengers that he wouldn't go on until they had paid him additional fare!

### JUST IMAGINE THAT!

Council, points out in a recent issue of National Safety News. He says, in part:

"Accident records bear a three-fold relationship to the safety movement: First, they show why accident prevention is important; second, they indicate the methods by which greatest results can be obtained; third, they demonstrate to what extent the expected results have been achieved.

"After twenty years of national effort it is still necessary to reiterate that accidents take 90,000 to 100,000 lives annually; that this death total is greater than that from tuberculosis; that accidents are the most important cause of death in the ages from five to nineteen years; that automobiles have killed more people in four decades than all the wars in

## 580,000 C. C. C. MEN MOVED BY RAILROADS

More than 580,000 Civilian Conservation Corps men have been transported by the railroads since the first enrollment began last spring, it was announced recently by Robert Fechner, Director, Emergency Conservation Work.

This includes not only the men who were transported from their homes to points of enrollment and thence to various camps, but also those who were moved to winter locations or back home during October. The entire task was accomplished without accident.

Expenditures for transportation up to September 30 amounted to \$6,260,920 for passenger movement and \$2,552,237 for freight, making a total of \$8,813,157. Since September 30, additional expenditures have been made amounting to approximately \$2,000,000. Exact figures showing the transportation figures for the past two months are not yet available.

During the first enrollment period, 64,196 men traveled long distances between corps areas, often completely across the country; such trips were handled by the Quartermaster Corps in Washington. Of the 64,196 men thus transported, 55,130 were sent from the East to the West coast. It required 211 trains, 1,605 sleepers and 705 baggage cars to carry equipment for the over-night trips directed by the Quartermaster Corps.

In October, 52,700 men were moved in 212 trains from the West to the South and East and 43,600 in 114 trains were moved from the East to the West and Southwest. Each train carried an Army physician and, for instances in which the trip was longer than one day, a temporary kitchen and supplies. In addition to the railroad mileage run-up, there was considerable transportation from station points to camps in trucks and buses.

## GOOD BUSINESS

We hold no brief for the railroads, but we do believe that on their prosperity hinges most of the future strength and stability of the nation. The railroads have for years been the harbingers of good business to the country as a whole and, through their pioneering in various parts of America, growth and progress and prosperity have resulted.

—From the Winter Haven (Fla.) Daily Chief.

## "A History of Transportation"

From the primitive canoes of our early explorers; from the flat boats on which our Ohio forebears floated the fruits of their toil, with a six-month journey to New Orleans and back, to the self-propelled cargo barges which now ply our inland streams; from the crack of the mule skinner's whip on canal towpaths to the sound of gasoline engines; from our tiny coastwise sloops to our modern merchant marine; from our clipper ships around the Horn to the Panama Canal; from the forest trail and the Boston Post Road to transcontinental super-highways, straight and smooth; from horse and stage coach to the purring motors of straight eights and twin sixes; from Conestoga wagon and "California or bust" to the giant trucks that now are commonplace; from post rider and pony express to the air mail; from tiny cars, horse drawn a century ago on thirty miles of quivering rails, to a steam railway network that covers our nation and acknowledges no superior throughout the world; a rail network whose boast it is with the postal service, that "neither snow nor rain nor heat nor gloom of night stop these couriers in the swift completion of their appointed rounds"—that is the history of transportation in the United States.

—P. G. OTTERBACK, Assistant to Chairman, Western Railways' Committee on Public Relations.

## HE BEAT DEPRESSION Ex-Employe Invents Game Now on Market

Even though Herbert C. Bridges, former engineer for Frisco Lines at Springfield, Mo., did find that curtailment of force had taken his job from him, he set about to carry on for a little family, a wife and four children. He began his service with Frisco Lines on August 15, 1916, as a student fireman and was made an engineer on April 15, 1927.

There were six months to feed in the Bridges family, and employment in other lines being practically out of the question, Mr. Bridges set his powers of initiative to work and conceived the idea of marketing a game, embodying forty-eight cards, forty-four of which have a different picture with a little rhyme or jingle. The game has for its object to keep before the players a lasting impression of habits of caution, simple rules of health and conduct, with the Ten Commandments thrown in for good measure. There are two ways of playing the game, and instructions accompany it.

He named the game "Safety First", and it is particularly adaptable to youth. Then came the matter of financing. He wanted to place it on the market. A newspaper of his home town encouraged him; he called upon his friends, and interested them in aiding him financially, and at this time he is beginning to see daylight and is assured that it will soon be placed on the market, and he is doubly sure that it will have a ready sale. Its production now assured,

Mr. Bridges is receiving orders which bring back the old smile to his face, and he sees brighter days ahead of him and the necessities and some of the luxuries for his wife and family.

The game will sell for 75 cents, and those who have seen it heartily commend it. Mr. Bridges has letters of commendation from the pastors of the First Cavalry Presbyterian Church and St. John's Episcopal Church of Springfield, as well as many favorable comments from his Frisco friends, who are interested in seeing him make a big success of his project.

In fact, articles and certificate of incorporation of the Springfield Games Corporation were filed recently and the company has a capital stock of \$2,000, with Herbert C. Bridges, Jesse T. Coon and Wm. B. Linney, shareholders and directors. Mr. Bridges serves the newly formed company as president. Besides the card games of Mr. Bridges' invention, this company will handle other games and merchandise, and will be located at Springfield, Mo.

And so the old axiom, "the race is to the swift", is again proven true, with the odds always on ingenuity and industry, and Mr. Bridges has, in his endeavor shed hope and cheer, for he has found that there are ways to beat the depression.

Any of his Frisco friends who might desire the game may secure same by addressing him at the company's offices, Springfield Games Corporation, 534 Landers Bldg., Springfield, Mo.

# THE MERRIMENT PAGE

## Try It

"Have you ever tried listening to a play with your eyes shut?"

(Voice from row behind): "Have you ever tried listening to one with your mouth shut?"

## FROM A MASH DIET

"My cow has the hiccoughs and churns her own buttermilk."

## HEAVENS

Wife (paying a surprise visit to husband in office and clapping her hands over his eyes): "Guess who it is?"

Husband: "Stop fooling and get on with your work."

## A Proven Fact

"I tell ye," said Pat, "the ould fri'nds are the best, aafter all, and phwat's more, I can prove it."

"How can you prove it?"

"Where will ye find a new fri'nd that has shtood by ye as long as the ould ones have?"

## SHOCKING

Auditor: "Now, let's see your pink slips."

Miss Filing Clerk: "Sir!"

## A SLIGHT ERROR

"Ah," said the doctor, looking into one eye, "it's easy for me to see what's the matter with you. This is not merely eye trouble; it's an infection of the nervous system. There are all kinds of liver trouble, fatty degeneration of the heart, bad blood supply. The only thing I can recommend is—"

"Here, here!" shouted the patient. "Isn't it about time you looked into the other eye? That's my glass eye, you know?"

## Oh, My Goodness!

"You remember, when you cured my rheumatism a couple of years ago, Doc?" asked the patient, "and you told me I should avoid dampness."

"Yes, that's right," replied the doctor, approvingly.

"Well, I've come back to ask you if I can take a bath."

## ANOTHER SCOTCH JOKE

A Scotchman sent his fiancée a package of flower seeds in which he put this note: "Plant these seeds now and you will have a nice bouquet for your birthday."

## RAIN CHECK

The Jewish couple took their baby to the movies, where they were warned that unless the child was quiet, they would have to take their money and leave.

Half-way through the principal film the wife turned to her husband and whispered, "Vell, vot do you tink of it?"

"Rotten," replied Ikey.

"Yes," agreed the wife. "Pinch the baby."

## The Same Opinion

Women don't interest me. I prefer the company of my fellow men."

"Shake. I'm broke, too."

## ANCIENT HISTORY OF BRIDGE

Adam was the first to be short-suited.

Caesar took Cleopatra out.

Solomon bid on some guarded queens.

Noah drew pairs and sat on the deck.

—En-Ar-Co National News.

## A BAD ERROR

An explorer was speaking at a dinner given in his honor before he left on a journey to Africa. In concluding his remarks, he said:

"I thank you for your kind wishes regarding my welfare on my dangerous journey, and I want you to know that when I am far from you, surrounded by ugly, grinning faces, I shall always think of you."

## Move On

Policeman: "What are you standing here for?"

Loafer: "Nothing."

Policeman: "Well, move on! What if everybody was to stand in one place? How would the others get past?"

## A SCOTCH ONE

"Did ye hear about Sandy McCulloch findin' a box of corn plasters?"

"No, did he?"

"Yes—so he went and bought a pair of tight shoes"

## HE'S OK

Leary: "Is that fellow McFall all right to take on a fishing trip?"

Weary: "Is he? Say, besides doing the cooking, he'll think up ties for the whole bunch."

## A Lot Expected

Boss: "Can't you find something to do?"

Office Boy: "Gee, whiz; am I expected to do the work and find it, too?"

## QUITE AS CAPABLE

Wife: "Of course, women are as capable as men. Why I know a girl of twenty-two who gets the salary of a sales manager in a big business house."

Husband: "I don't doubt it, my dear. When did she marry him?"

## A DUMB DORA STORY

Woman, to salesgirl in department: "I want to look at a shroud."

Salesgirl: "For yourself, madam?"

## In Future Years

"Now, children," said the teacher who was trying to boost the sale of the class photographs, "just think how you'll enjoy looking at the photographs when you grow up. As you look, you'll say to yourself, 'There's Jennie, she's a nurse; there's Tom, he's a judge and—'"

"—And there's teacher, she's dead," came a voice from the back of the class."

## THE THRIFTY SCOTCH

She: "What are all those men doing in a circle with their heads together? Is it a football team?"

He: "No, my dear, just a bunch of Scotchmen lighting a cigarette."

## SIMPLE ENOUGH

The old Indian was riding along the road on his pony, while his squaw followed on foot, heavily burdened with luggage.

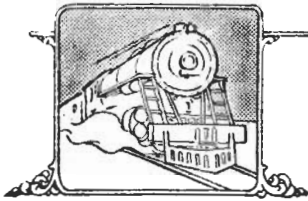
"Say, Redskin, why isn't your wife riding?" asked a passing motorist.

"Ugh," answered the Indian, "she got no pony."

Billy's mother looked at him accusingly.

"What have you done with all your money, son?" she asked, "Your little bank is empty."

"Well, mother," answered the boy, "yesterday was a rainy day, so I spent it."



# The FRISCO MECHANIC

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



## LOCAL No. 19—MEMPHIS, TENN:

P. W. LANDERS, Reporter

Congratulations to Mr. and Mrs. E. E. Morgan, account of the birth of a baby girl.

We extend our sympathy to A. H. Post and children, account of the death of Mrs. Post, who died December 7, in the Methodist Hospital.

Allen Seavey, roundhouse machinist, has been off from work for several weeks, account of illness.

J. C. Osteen, engine inspector, has returned to work after being in the St. Louis hospital for several weeks.

We wish to extend our sympathy to J. L. Glass and L. V. Glass, account of the death of their grandfather, who recently died in Covington, Tenn. He lived to the ripe old age of 97 years.

Floyd Huff, machinist, is driving a new sport model Chevrolet sedan.

Mr. and Mrs. J. L. Glass have moved into their new home at 1601 Glenview.

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

JOHN II. HOLDREN, Reporter

Clarence Smith was off about 10 weeks with the sleeping sickness, but is back to work, looking none the worse except for the loss of a few pounds in weight.

William (Bill) Derrick went quail hunting with Clarence Smith near Rogersville. Bill got one quail and Clarence nine. However, big-hearted Clarence gave Bill five, to keep him from coming back without any game.

Robert Johnson was in an automobile accident the fourth. He was cut on the face and head with glass.

Ben McNabb is off on account of illness.

Bill Siems is driving a new Nash. It may not be new, but the tires are.

Rex Oldham is hunting rabbits in the county at this writing. Lots of luck, Rex, as we know how well you like to hunt and eat them.

Frank Whalen hurt his foot and was off two days last week.

Ye scribe spent Thanksgiving and the week-end in Crestin, Iowa, with sisters and brothers, also grandfather in Burlington. Had a fine time and plenty of turkey. This was my first visit to Iowa in 14 years.

## B. & B. REPORT SOUTHWEST DIVISION

J. C. WOODS, Reporter

Mrs. W. E. Fountain has been visiting friends and relatives near Joplin.

Miss Ruth Lantz has been visiting Mrs. Ernest Lee, of Pierce City.

Mr. and Mrs. Alva Stephenson have been visiting her brother, who has a position in the oil fields of Eastern Texas.

Mrs. Virgil Leak has returned from a visit with relatives in Sapulpa.

Lee Lantz has been on the sick list for the past few days.

Mrs. E. F. Maggi has been visiting relatives at her old home in Illinois.

John Roberts is able to be up again after an illness of two months.

Mr. and Mrs. A. V. Brown, of Sherman, have been visiting at Richland, Mo. Jim Dowdy has been off for a few days, taking a much needed rest.

Our Texas general B. and B. foreman, Dent Howard, together with his wife, spent a few days visiting friends in the old home towns of Springfield and Pierce City, where Mrs. Howard spent her girlhood days.

Pat Wideman is flagging at Sapulpa, relieving Marion Thompson, who has been unable to work on account of illness.

C. L. Brothers renewed old acquaintances with the home folks during Thanksgiving.

Frank Woodward spent Thanksgiving hunting quail in the vicinity of Springfield. Frank says that the quail do not "bite" so well since everything went Democratic.

By the time this is published, 1933 will have passed into history, so here's hoping that the Frisco family will have had a Happy New Year.

## LOCAL No. 19-B—(Colored) MEMPHIS, TENN.

ALVIS H. THOMAS, Reporter

Want to call attention to each employe of our group, in every department, to work safely and assist the management in preventing accidents. Am urging our group to regard all safety first rules 100 per cent.

Ezel Erwin has just returned from Chicago and reports a delightful trip. While there he was the guest of Chester Scott, a former Frisco employe, who is now an officer of the Chicago police force.

Curless Wallace, third-class machinist, reported for work after having been off for several days on account of illness. Wallace was gassed while over seas with the A. E. F.

During the NRA and Spirit of Christmas parade, staged in Memphis, our boys lined up in full force under the banner of the "Frisco Lines". Our participation was highly commended by the supervisors.

Tom Mays, of the car department, and Arthur Davis, of the coach yard, are back at work after recovering from injuries.

Zach Morrow and Mathis Hall, of the back shop, made a trip to New Orleans.

Dee Harwell, third class boilermaker, and his wife, Mrs. Edna Harwell, spent a few days in Pensacola, Fla., last month.

## COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

Dave Spealman and his sunny smile have returned to work after an absence of two weeks, due to illness.

Our deepest sympathy is extended to Mr. and Mrs. Wm. Feden in the loss of their infant son, Edward, who succumbed on December 10 to an attack of pneumonia, after being ill but a few hours.

Mrs. Lon VanWinkle and two sons have returned from Rogers, Ark., where they were called by the death of Mrs. VanWinkle's brother, A. T. Fisher, on December 10.

John Sparks of the night crew is absent on a sixty-day leave of absence,

and his place is being filled by John Leonard from the North Yard.

Electricians Warren, of Birmingham, and McNamara, of Memphis, paid a most welcome visit to the coach yard here on December 7. These gentlemen were attending the shop crafts convention here, in their capacities as division chairmen at their respective terminals.

Lounge-Cafe Car 1502 was placed back in service on the Kansas City-Florida Special on December 7. This car has been in Springfield West Coach Shop for the past two months, where air conditioning and thermostatic heat control equipment has been installed and the interior completely refinished, giving it a most inviting appearance.

## NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Local No. 1 has just finished one of, if not the best, years of its existence. A good attendance, plenty of entertainment, and an all around feeling of good fellowship has marked the entire year. In recognition of their good work, the same officers were re-elected for another year. They are Claude Herford, president; Claude Campbell, secretary, and James Loser, treasurer. Ernest Jackson, Fenton Coleman and John Dalman were also re-elected trustees. Burl Hough, Eastern division committeeman of the F. A. of M. C. & C. D. E., was re-elected without opposition to serve another year. This speaks volumes for Mr. Hough's work as committeeman during his term of office, as there are a number of good men available who would have gladly served.

John Derrick, machinist, is the proud daddy of a nine-pound girl, who has been named Frances Marie.

Roscoe Stone is back at work again after an absence of some time, due to being laid off. Mrs. Stone has been quite ill for some time, but we are glad to hear she is improving nicely at this time.

Steve Wood, boilermaker, is off at the present time, suffering from a severe attack of rheumatism. He is at Hot Springs, Ark., taking treatments, which it is hoped by everyone here will give him permanent relief.

Mrs. Arthur Dummit has returned from a visit of several days at Neosho, Mo., where she visited with her parents. Mr. Dummit is a tank man on the third shift.

Elisha Fisher was the lucky man to win the fruit cake that was raffled off by the Frisco Girls' Club recently.

Cornelius Thompson, laborer, has been off, due to illness, for some time. We understand he has been to the general hospital at St. Louis. Here's hoping he is back with us soon.

Mr. and Mrs. G. W. "Ike" Alward are planning a two weeks' outing and hunting trip in Texas. Mr. Alward is planning on deer hunting, which we hope is successful. Mr. Alward is a sheet metal worker.

Mr. and Mrs. Blanton Kennemer are the proud parents of a brand new baby girl at their home. The young lady weighed seven pounds, and has been named Barbara Leah. Mr. Kennemer is a laborer on the day shift.

Burl Hough attended the meeting of the Independent Allied Association of Railway Shopmen, which was held at Kansas City, December 4, 5, 6, and 7. He reports a very interesting meeting.

The high spots being the optimistic reports made by delegates from all over the western part of the country.

**SOUTH TRAIN YARDS  
SPRINGFIELD, MO.**

JESSE L. BRANDON, Reporter

We are glad to report that passenger traffic is on the increase. Mail service is heavy; they have on an extra force to take care of the mail, baggage and express through the holidays.

Steam train is replacing the motor car during the holiday rush.

The south side coach department has just finished another coach.

Millard Sortore is working extra on the third trick through the holiday rush. Joe Roberts is working Mr. Sortore's job while he is off.

Thomas Malone is working the job made vacant by Mr. Roberts.

Ed. Bridwell, machinist, went hunting and brought in a good supply of quail and rabbits.

C. A. Clark, car inspector, made a trip to his old home place, down on White River, and he brought back with him a new radio for a Xmas present for his son.

Funeral services will be conducted in the East Avenue Baptist Church at 2 o'clock, Tuesday afternoon, for William W. Price, 82, lifetime resident of Greene County, who died at his home north of Springfield. A member of one of the earliest families in Greene County, he was the son of Mrs. Nancy Price, who died February 28, 1928, at the age of 102 years. Mr. Price is survived by five daughters, Mrs. Charles Webber, Mrs. Maude Knoff, Mrs. R. H. Drumright, Mrs. John Krassen, and Miss Cordie Price; two sons, Horace and John Price; three brothers, Harvey, J. T. and Tom Price; three sisters, Mrs. Alice Beckner, Mrs. Helen Beckner, and Mrs. Fannie McCarty; nine grandchildren and six great-grandchildren. The Rev. Earl W. French, pastor of the East Avenue Church, will conduct the service and burial will be in Belleview Cemetery, five miles north of Springfield, under direction of the J. W. Klingner Undertaking Co.

Walter Wesley Mitchell, 67, retired Frisco employe, died this morning in his home on Rural Route No. 4, following a brief illness. He is survived by his wife, Mrs. Dora Mitchell; three brothers, Marvin Mitchell, of Pleasant Hope, Floyd Mitchell, of Springfield, and James Mitchell, of Nebraska, and two sisters, Mrs. Anna Egbert and Miss Mary Mitchell, of Nebraska. Funeral services will be conducted in the J. W. Klingner funeral chapel at 2 o'clock, Tuesday afternoon.

**JOPLIN, MO.**

ROGER C. FLETCHER, Reporter

Lloyd Lackey, night machinist at the roundhouse, spent a few days visiting his mother in Boonville, Ark., the last part of November.

Mr. White, vice-general chairman of the system committee of the shop crafts, was a visitor at Joplin on the 22nd of November.

The shop crafts elected officers for the year of 1934 at the December meeting in the lodge room in the Frisco Building. The following officers were elected: L. O. Foster, chairman or president; Jess Wilson, vice-chairman or vice-president; D. A. Hubbard, secretary, and Roger Fletcher, treasurer.

Mr. Westerhouse, former storkeeper at Joplin, was a visitor here on December 10.

Mr. Hamm, of Fort Scott, has bumped Mr. Blevins, who is holding a temporary vacancy at the freight station.

The Frisco family has been increased in Joplin. The middle of November, Mr. Barney Wentz, of Pittsburg, was trans-

ferred to Joplin as special agent. The last of November Mrs. Wentz presented her husband with two beautiful children—twins—a boy and a girl. Congratulations and a hearty welcome to Joplin.

Our family has also been keeping pace in the automobile world. Listen to this:

Jess Wilson, inspector at Sixth Street, has a brand new Plymouth coupe. Ray McConnell, inspector at Baxter has a Plymouth sedan. Carey Grieb, car man at Ruth Yards, is waiting for the delivery of the 1934 Plymouth coach. Mr. J. E. Springer, general passenger agent, has a 1934 Ford V-8.

On Sunday, November 19, B. F. Sapp, 67 years old, brother of James Sapp, engineer, died at St. John's Hospital. Mr. Sapp had lived in Joplin many years and operated a leather goods business. Burial was at Mount Hope Cemetery.

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

H. C. PRICE, Reporter

J. A. Counts, engineer, is off on account of illness.

Mrs. Warren Gohon, wife of machinist, is in St. John's Hospital with an appendicitis operation. We wish her a speedy recovery.

Ed. Heffner, electrician, is back to work after fifteen days in the St. Louis hospital.

Charles Primrose, machinist, and wife spent Thanksgiving week with home folks in Southeastern Oklahoma.

Herbert Miller, blacksmith, and Paul Miller, machinist apprentice, spent Thanksgiving in Weletka, Okla.

Guy Evert, boilermaker, wife and daughter spent the week-end with Mr. Evert's mother in Denison, Tex.

G. M. Geesee, general foreman, and Jap Cheek, engineer, report some fine quail hunts for this season.

Charlis Ritzelaff, machinist, is back to work after sixty days of illness.

Henry Schroder, car inspector, is off on account of illness at this writing.

Walter Whittaker, car man, has moved into his new home on East Eleventh Place, Tulsa.

Local No. 17 gave a smoker and musical entertainment on December 4, with Brother Harry Stewart holding the lucky number, winning the Christmas turkey.

We extend our deepest sympathy to Chief Primrose, car oiler, and family, in the loss of their son.

**KANSAS CITY RIP TRACK**

LEE WARFORD, Reporter

Happy New Year, and a prosperous one to all.

James Kissinger is the proud father of a seven and one-half pound baby boy. Edward M. was born December 1. Mother and son are doing fine.

Raymond Bengston is a proud father of a girl born December 5. Barbara Jean and mother are doing fine. This is the second child born to them.

Henry Butler, oiler at Nineteenth Street yard, is the proud owner of a 1933 Plymouth coupe.

Jack Tice, oiler, had an accident with his car recently. Mr. and Mrs. Tice were not injured seriously. Jack never lost any time, but his car was damaged.

Wm. J. Bacus, inspector at Rosedale, was off 13 days, account of sickness. Bill is back on the job, feeling fine.

H. S. Green, foreman at Rosedale rip track, is now sporting around in a new Dodge sedan. Hope "Pop" enjoys the new car as much as he enjoyed his old one.

W. L. Smith, oiler is now working the second trick at Rosedale.

Roy Watts, inspector at Rosedale, has had quite a bit of hard luck recently. Roy's oldest girl had to be rushed to the

hospital for an appendix operation. She is getting along fine at this writing. Here's hoping your luck changes with the coming of the new year.

We are sorry to report that James L. Hutton lost his brother in Iowa, December 16. James was off a few days to attend the funeral.

**LOCAL No. 8—ENID, OKLA.**

FRANK HARKEY, Reporter

Hello, everybody! This is not Lowell Thomas broadcasting, but Reporter Frank Harkey of Local No. 8, wishing everybody of "Frisco Land" a Happy New Year and a prosperous one for the Frisco Railway Company. Adios.

Machinist Chas. L. Carver and family motored to Canadian, Tex., to spend Thanksgiving with his mother. On his return, he brought enough deer meat to supply some of the boys with wild game.

J. P. Haley received a message December 3 that his father had passed away. Immediately, J. P. left for Durant, Okla. His father, Mr. George R. Haley, was born in Tennessee, February 19, 1862; died December 3, 1933. We extend our sympathy to the bereaved family.

Paul Hoeftle and wife spent Thanksgiving with relatives in Higgins and Canadian, Texas.

Local No. 8 held its regular meeting Monday night, November 27, at which time officers for the year 1934 were elected. We also had a very distinguished guest, H. E. Burgess, our general chairman, who made a very interesting talk.

Machinist R. D. White is now laying off from work on account of being sick. We hope for his speedy recovery.

Roy Jackson spent Thanksgiving hunting quail, but killed his limit in blackbirds around Amorita, Okla.

Jack Foley, son of W. J. Foley, general foreman, who is attending the University of Oklahoma, spent Thanksgiving holidays in Enid with his parents.

Mrs. R. B. Spencer, of Tulsa, is visiting her daughter, Mrs. M. K. Cameron, in Enid.

H. H. Fuller, stationary engineer, is now in the St. Louis hospital. We hope he will soon be on the road to recovery.

C. P. Clark, Local No. 8, division chairman, has just returned from Kansas City, Mo., where he attended a convention of railroad shop organizations. J. R. Pritchett spent Thanksgiving with his wife's folks at Cushing, Okla.

Mr. and Mrs. J. A. Barkley motored to Lutesville, Illinois, to visit his mother, who fell and hurt herself the past month. Mr. Barkley has returned and Mrs. Barkley is staying with his mother.

**RECLAMATION PLANT  
SPRINGFIELD, MO.**

T. O. CHAPMAN, Reporter

James Pence unfortunately dropped an angle bar on his toes and has been unable to work this month. We regret this accident, and it was the only one for our plant during November.

L. J. Leysaht, our superintendent, has discarded his crutches, and, while he still walks with a limp and the assistance of a cane, is on the job every day, as usual.

John Cornahan has been convalescing the past month. His ailment seems to be a general case of "nerves" and run down condition, his physicians have pronounced. We hope his rest will be beneficial and he can return to the job fully recovered.

James Manary was called back to work, but after a few days he became indisposed with a severe case of varicose veins, and has been at the St. John's Hospital, in the Frisco ward, receiving treatment for his ailment the past month. We wish for his quick return to better health.

Our dark, dismal, gloomy looking old coal chute, which has been an old landmark for years, is being dismantled and torn down by men of the bridge and building crew. While it seems like losing an old friend, there comes a time when all things must go. Anyway, we will have more fresh air, light, skyline when it has vanished.

Volney J. Rutherford came to visit several times after his return from the Frisco Hospital at St. Louis. We were much pleased to see him and hear some of his latest "yarns", and were expecting to have reported him back on the job at this writing, but he received a severe setback, and has returned to the hospital at St. Louis, to again undergo his fourth operation. We regret his misfortune, but are still waiting for his return to the reclamation plant.

Dave McCullah, hose mounter, is a man of small stature, about seven or eight months of each year, but about November or December (depending on the temperature of the weather) he grows in size and weight, until he has the appearance of a man of much larger build. Upon investigation as to the cause of this peculiarity, it was found that his bulky form and added weight was solely due to several extra shirts, vests, coats, sweaters and pairs of pants which he had clothed himself in, and his added height was noticeable because of his extra thick shoe soles, and the big handful of paper inside the top of his cap. "Davie" truly believes in clothing protection during the winter.

Eighteen men, who have not worked at our plant for a "coon's age" have been called in to the plant again for service, which they are glad to render. We give below a list of their names: Verl Maples, Roscoe Davenport, Theodore Vogel, John Sullivan, William Miller, Malcolm Doran, William Eastman, Charley Reddick, Edward Ellison, Fred Phillips, John Harper, Charley Becker, Fred Chambers, William Merz, Oscar Linder, Earl Fitzpatrick, Floyd Penn, and Harry Royal.

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

VIRGIL B. SMITH, Reporter

L. V. Driver, machinist, captured a large eagle on the Lake of the Ozarks, Sunday, December 10, after shooting it four times with a 12-gauge shot gun. It measured 7 feet, wing tip to wing tip.

Jim Osborne, boilermaker, has been seriously ill in the hospital with pneumonia, but is now on the road to recovery.

Local No. 2 is planning a large Christmas party, December 20th, for members and their families. There will be a Santa Claus and Christmas tree and other entertainment.

Earl Genung and wife are planning a trip to Galveston and other points in Texas during the holidays.

Dewey Frankenfield and family are planning a trip to K. C. during the holidays.

On December 4 the General Board of Frisco Association of Metal Crafts and car department employes met in the Hotel Phillips, Kansas City, to sit in a convention of the Allied Shop Craft Association. J. J. Prugger, division chairman, and Mr. H. E. Burgess, general chairman, attended. Mr. Burgess is a member of the Labor Committee on which he is to serve two years.

Al Elkins, machinist, and Art Hasler, machinist, reported a good hunting trip, Sunday, November 26th. Sald birds sure were plentiful around Conway, Mo.

John Haskill is the builder of a large telescope, the first to be built in Springfield. Mr. Haskill hopes to form a telescope club here. Anyone interested should get in touch with Mr. Haskill at West Shops.

#### LOCAL No. 1—SPRINGFIELD, MO.

J. F. WASSON, Reporter

Guy Haymes was one of the prize winners at the Poultry Show, recently held in Springfield, Mo., winning first prize on Conis Bantam Pullet, and second prize on Golden Sea Bride Cockrel.

Mr. and Mrs. N. O. Garner, of St. Louis, spent Thanksgiving Day with Mrs. Garner's parents, Mr. and Mrs. W. M. Osman.

V. J. Rutherford, who has been off account illness, is in the Frisco hospital at St. Louis. We wish for him a speedy recovery.

Chas. Beck and wife visited their son, Ralph, who is attending the St. Louis University. Ralph is on the football team and his mother and father enjoyed seeing him in action—they attended the game between the Washington University and St. Louis University.

We extend our sympathy to John Price in the death of his father, W. W. Price. Mr. Price was 84 years old.

S. H. Smith has been off account illness. Mark Mercer was on the job during Mr. Smith's absence.

E. L. Fuerst was called to St. Louis, November 23rd account the death of his uncle, G. C. Yoos.

Ben Billingley has returned to work after being off several days account illness.

#### MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

J. Skaggs, operator, and wife, of Marked Tree, Ark., are now visiting his mother.

Mrs. C. B. Callahan, wife of assistant superintendent is visiting her daughter, Mrs. J. Cathcart.

Ollen Lee, brakeman, son of E. P. Lee, engineer, died at Springfield, December 6th. Ollen went out on train 136 same day. His wife left Thayer on train 106 and when she arrived home she found her husband dead. Funeral services were held at Thayer and burial made in the local cemetery.

The writer made a trip to Rowlesburg, W. Va.

Raymond and Clyde, sons of C. T. Lowe, machinist, are now in Kansas City.

L. W. Hill and car inspector are now at Potts Camp, Miss.

Frank Schratz, car inspector, is now in Jonesboro, Ark.

J. E. Haynes, fireman, wife and daughter, Glenda, are now at Blytheville, Ark.

C. E. Shaver and wife are now on a trip to Ft. Worth, Texas.

Mrs. F. E. Bates, engineer, daughter and wife are now on a visit to Enid, Okla.

L. D. Criswell, machinist, had to drive his auto to Memphis to have the same repaired after having it wrecked by some of his friends.

#### LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Mr. Len Eddleman and Thos. Staggs each brought back their limit, a wild turkey.

Miss Gladys Wilkenloh, who is attending Missouri University at Columbia, spent a few days at home.

Mrs. J. W. Vinson and daughter, Thelma, visited Mr. and Mrs. E. F. Fuller the week-end.

Jack Click, brakeman, died at his home, November 23, 1933, after several months of illness. Funeral services were held at Baptist Church. Remains were laid to rest in Newburg Cemetery.

Mrs. E. F. Fuller and son, Ronald, spent Thanksgiving in Springfield.

S. A. Montgomery, Frank Short, J. J. Swift, I. E. Fuller, I. A. Ormsby, E. R.

Moore and Ellis Grayson made their annual turkey hunt over in Dent County.

Miss Gladys Wilkenloh spent Thanksgiving week-end with home folks.

Mrs. Frank Short visited her uncle, Charley Rhodes, who is very ill in Springfield.

#### MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

FRANCIS N. JONES, Reporter

Lee Harder attended the General Convention of the Frisco Shop Crafts in Springfield, December 13th and 14th. Mr. and Mrs. Joe Fahey spent Christmas with relatives in Ft. Worth.

Mr. and Mrs. F. N. Jones spent Christmas with relatives in Joplin.

The Annual Christmas Party of Local No. 15 was held in the lodge hall, December 20th. After a clever Christmas program under the direction of Mrs. Jess Moore, Santa Claus distributed candy and fruit to the children.

Vern Brown visited his mother in Sapulpa, December 11th.

Harvey James made a business trip to Muskogee, December 10th.

Mrs. B. W. Swain and children visited with relatives in Denison, Tex., on Thanksgiving.

Lewis Rue, Lee Harder, Grover Goode, Paul Purcell and Roy Ayres spent Thanksgiving hunting on Mr. Ayres farm near Afton. Plenty of wild hunting stories but no evidence.

Mr. and Mrs. W. F. Griggs storekeeper and wife spent the Christmas holidays with relatives in Springfield.

#### LADIES' AUXILIARY OF LOCAL No. 1—F. A. M. C. & C. D. E.

MRS. CLAUDE HEREFORD, Reporter

A new writer, a new job for the writer, and a new column which we hope to make a "news column".

We are pleased to report the reelection, at our annual election, of Mrs. Alma White as president.

Other officers elected were, Mrs. Wm. Gootch, vice-president; Mrs. Ural Atwell, secretary; Mrs. James Lozar, treasurer; Mrs. Earnest Jackson, conductor; Mrs. Clarence Gott, chaplin; Mrs. Katharin Emberton, inner guard; Mrs. Erna Barclay, outer guard, and Mrs. Claude Hereford, reporter.

Mr. and Mrs. Clarence Gott entertained a number of Frisco friends with a quail dinner in their home recently. All the trimmings were in evidence and everybody reported a very enjoyable evening.

The "Bluebonnet Club" (an organization within the organization) met this month with Mrs. Earnest Jackson in her home at 1007 E. Commercial St. About twenty ladies brought covered dishes and spent the day. After meeting with these ladies, once, one realizes what they are missing by staying away. A good social time over needle work and a wonderful spread at the noon hour.

The sympathy of the auxiliary is extended Mrs. Otto Gelsheimer in the loss of her mother whose death occurred November 30th.

#### WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

Clyde Hamby is still on the sick list, having but recently left the hospital. His condition, however, is slowly improving, and we hope for his early return to work.

C. W. Losey has reentered the hospital in St. Louis for treatment. "Bill" suffered a severe compound fracture of his right ankle more than a year ago, and has been laid up since. We hope

he returns this time much improved. Arthur Buck and wife visited friends and relatives in Oklahoma City during the Thanksgiving holidays. Jas. Stephens and wife visited in Cape Girardeau, Mo., Thanksgiving Day. Earl Getchell, visited his son in Tyler, Texas, recently. The writer feels greatly honored by having been reelected as president of Local No. 1 for the third consecutive year. We hope to make our local even better the coming year than ever before, but, folks, that's saying she will sure be a dandy. Division Chairman Burl Hough and the writer attended the convention, December 4 to 8 of the Independent Allied Shop Crafts of the western railroads, held in Kansas City. The annual convention of our own shop crafts association is in session at the present time. Subjects of much importance are being discussed and much business being transacted.

**B. & B. DEPARTMENT  
EASTERN DIVISION**

**ARTHUR BUNCH, Reporter**

The bridge gangs on the Eastern division have all been busy the past month, tearing down old buildings that are no longer in use, which consist mostly of section houses, tool houses and a few depots. Among the structures that are being torn down over the system is the old coal chute at the South Shops in Springfield, Mo. Bill Naralson reports being a little better at this time, but is still pretty weak. He is at home now. John Luttrell is back at work now after being off several days on account of a broken finger. Arthur Rude and family spent Thanksgiving Day visiting with relatives in Warsaw, Mo. Ellis Mayfield was absent from his work for a few days on account of sickness. Roy Smith, together with all of his brothers and sisters, spent Thanksgiving Day with their parents who were celebrating their golden wedding anniversary.

sary. The parents live near Willow Springs, Mo.

**LOCAL No. 5**

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

Local No. 5 has had two meetings since the last writing. At the first the members were treated to a Dutch lunch, after the election of officers and other business. At the last meeting the newly elected officers were installed. We wish to extend sympathy in behalf of Local No. 5 to F. G. Dunbar, Mrs. J. H. Sanders and Max Hosang in their bereavement in the loss of loved ones. Mr. and Mrs. E. R. McNabb and family spent Thanksgiving visiting home folks at Fair Grove. C. W. Boggs and Leaford Johnson entertained a few wild turkeys with buck shot and each brought back a turkey to his credit.

V. V. Chapman is still confined to the hospital at this writing. Ye correspondents may have missed some news this time, but we feel as if we have had a good alibi, one that we were being entertained in the Frisco Hospital, and the other, three cases of whooping cough at home. At noon, on November 23, W. J. Henry's orchestra furnished the boys with music during the noon hour. Raymond, age twelve, made a big hit with the boys, playing the guitar.

**BACK SHOP NEWS**

**ALEX WATT and CLAUD CAMPBELL,  
Reporters**

Mr. and Mrs. Charles La Bounty are visiting their daughter and Charles' sister in Los Angeles, Calif. They plan to be away about three or four weeks. Wm. (Bill) Kennedy, boilermaker, is off at this writing on account of an injured hand. Bill says that he cut his hand on a bottle (a milk bottle). Our sympathy is extended to the family of Robert Caffey, who died recently. Mr. Caffey has been working in the car department at north side Springfield for

many years. All who knew him were his friends, and many regret his passing away. L. H. Roach, machinist in the equipment shop, has been off from work the past few days on account of illness. We are very sorry to report the death of Mrs. Susan Harpool, mother of Mrs. Otto Gecheimer. She passed away November 30. Martin Huff, of the boiler shop, is spending Christmas with his son, Ray Huff, in St. Louis. Homer G. Harris, of the mill shop, is back to work after being off for several months on account of illness. Glad to see you at work with us again, Homer. The north side boys extend sympathy to the Charles Nobles and Les Montgomery families in the recent death of their mother who passed away December 7th. Claud Campbell and family were called to St. Louis on account of the death of his brother-in-law, E. F. Von Gunden whose death occurred on November 17th.

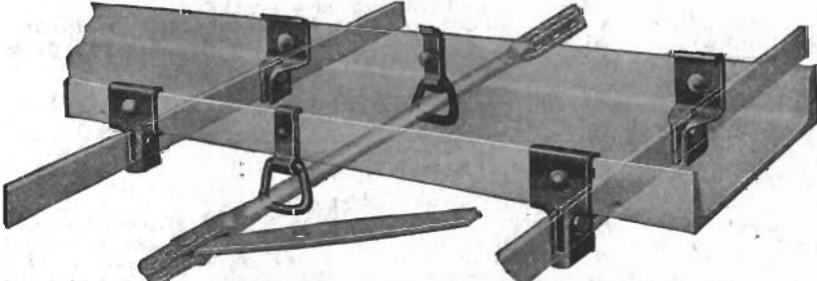
The force in the car yards and the blacksmith shops has been increased materially. There now being approximately three hundred and fifty men working in the yards. J. H. Moore and family motored to Newburg, Mo., for Thanksgiving with Mrs. Moore's parents, Mr. and Mrs. John Umlauf. Mrs. Moore and children stayed over the week-end. Mr. Moore motored back on Sunday to bring them home. A. J. Barclay was called to Elkland, Mo., November 27th by the sudden death of Mrs. Thomas Hedgepeth. She was the mother of Mrs. Barclay. Horace Crawford an old Frisco employe was in the shop December 12th greeting friends. He has been out of the service for about three years and is now living on a farm near Marshfield, Missouri. R. G. Ruggles, car man, whose home is in St. Louis, has been transferred lately to the yards here. Gus Fluber, from Oklahoma City, has been transferred to the car yards here recently. M. L. Cage, who served his apprenticeship here and later was transferred to Yale, is now back in Springfield on his old job welding car couplers.

**Midvale Coal Co.**  
HIGH GRADE STEAM  
AND DOMESTIC COAL  
Chemical Bldg. ST. LOUIS, MO.

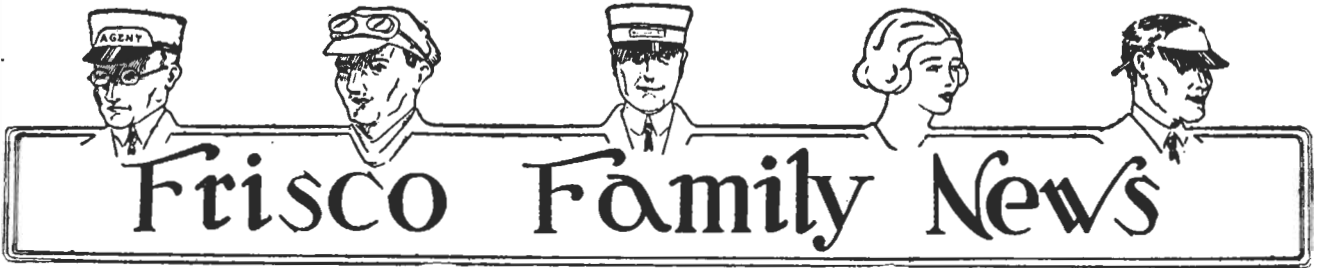
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**NEW YORK** **BUFFALO**



# Frisco Family News

## EASTERN DIVISION

### PURCHASING DEPARTMENT ST. LOUIS, MO.

W. L. RITTER, Reporter

Strange as it may seem, we have only one wedding to report this issue. Our Jack Holtercraft took the count on Saturday, December 2. We extend congratulations to you, Jack, and your bride, wishing you lots of luck. Messrs. Gatzert, McBride and yours truly were undecided as to whether to offer congratulations or sympathies.

Speaking of sympathies, we will need it after the following news:

Some of the members of the purchasing department intend starting an old-time band, with Frank Nachtmann, bass drum; R. E. Drake, mouth harp; Linn White, saxophone; Irwin Wegener, piccolo; Lewis Cunningham, pailbearer.

Our Herby Clay took a notion to go hunting, provided he could borrow the license and a gun. Being unsuccessful, he compromised on revolver practice.

The bowling season is open and our Jack Holtercraft finds it hard to beat a two-fifty average. Suppose he'll have to join the office boys' team.

The Misses Cowan, Meyer and McEvoy also bowl, with no average to report.

John Daniels tells us the weather seemed very warm on the night he towed Herb Clay and R. B. McBride home from the Frisco Men's party, given at the Anheuser-Busch brewery.

Since Irwin Wegener still believes in Santa Claus, we presume there is nothing else we can do but put a bottle of beer in his sock on Christmas Eve.

Frank Nachtmann says he believes in Santa, too, but since his sock won't hold a case of beer, we just blotted out his name.

We can't make our O. B. Lewis Cunningham, believe there is a Santa Claus, since the recent bust in the stock market.

In closing, we wish the Frisco Family a Happy New Year, and, as our Irwin Wegener would say, "Don't forget your butter".

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

ILA COOK, Reporter

By the time this report appears, Christmas holidays will be over, but right now everyone is in a pleasant rush after last minute gifts and praying that they have not forgotten someone.

Miss Eunice Hagerman spent the week-end of November 30th in St. Louis visiting Mr. and Mrs. H. C. Coleman and family. Miss Hagerman motored to St. Louis with friends.

Miss Maie Beaman, of this office and Miss Barbara Murray, of stores department, spent Thanksgiving Day with Miss Dorothea Hyde in Tulsa.

Miss Marie Devine from the St. Louis office has been assigned to position of

comptometer operator in this office. Miss Marguerite O'Brien entertained with four tables of bridge on November 25th. Miss Mary Newton, of this office, carried home a beautiful blue powder jar as one of the prizes. Those who were guests from this department were: Misses Eunice Hagerman, Mary Newton, Marjorie Renshaw and Miss Ila Cook.

Mrs. George Lyon and daughter, of Los Angeles, have been the guests of her parents, Mr. and Mrs. Thomas Welch, South National Avenue. Mrs. Lyon was Miss Catherine Welch before her marriage. She was employed in the master mechanic's office at Chaffee and also Kansas City. Misses Mary Dailey and Leota Friend, of Kansas City office, spent Sunday with Mrs. Lyon in Springfield.

We have been fortunate again in this department. Bill Powell won a turkey for Christmas, but he ate it for Thanksgiving and then Walter Hundson and Oliver Russ each won a huge cake which the Frisco Girls' Club raffled.

Mr. and Mrs. G. J. Williams had as their guests on Thanksgiving Day, Mr. and Mrs. H. P. Study. Mr. Study is superintendent of the Springfield schools. Understand this is an annual affair, the Williams' returning the call on Christmas Day.

Mr. and Mrs. Ray Lodge and family spent Thanksgiving with his brother in Bolivar. Ray is bemoaning the fact that the weather has been all wrong for hunting lately.

Misses Mary Newton, Ethel Copeland and Marguerite O'Brien attended the dinner given by the Monett Frisco Club on December 13th. After hearing the report of the "grand" time they had, everyone else is wishing they had gone, too.

Congratulations are again in order. On December 1st, Helen, daughter of Mr. and Mrs. K. C. Bean, was married to Mr. John Woolery, of Tulsa, Oklahoma. The wedding took place at four o'clock in the First Baptist Church, Springfield, with Dr. Lewis M. Hale officiating. The double ring ceremony was used. The bride was given away by her father; Miss Louise Bean, sister of the bride, being maid of honor.

The church was beautifully decorated with flowers. Candles burning on the altar were the only lights, thus giving the room a twilight appearance that seemed to make the ceremony more beautiful.

Mr. and Mrs. Woolery will make their home in Tulsa. All their friends are wishing them many years of happiness and making threats of coming to visit them soon.

Mrs. Raymond Dietrich and son, of Ft. Scott, Kansas, and Mrs. Ed O'Brien and son, of Detroit, have been visiting at the home of Miss Marguerite O'Brien.

### OFFICE OF SUPERINTENDENT TRANSPORTATION

EULA STRATTON, Reporter

The holidays were a gay time for most of us; however, it was too bad about Meary Dearing losing her mother, Mrs. Barbara Ellen Greene, aged 72, who was

buried on Thanksgiving Day, and our hearts go out to Meary and her loved ones in sympathy.

Early during the holiday season Mrs. Elmer Jarrett and son, Lex, visited relatives in Batesville, Ark., and Mrs. Lester R. Langford and son, Lester Robert, Jr., had a lovely visit in Kansas City.

Bessie Huff journeyed to St. Joseph, Mo., where she enjoyed the holidays with her sister, and Clara Alderfer motored to Arkansas to be with her sister over the holidays.

Ruth Owen spent the week-end preceding Christmas visiting her sister in Kansas City and doing a bit of Christmas shopping.

Jessie Laub traveled as far as Memphis, Tenn., where she was met by her son, Cleveland, of Bording & Co., of New Orleans, and together they spent Christmas with relatives there.

Those coming home for the holidays included Marie Berhens-O'Brien and son, Jimmy, of Detroit, Mich., and Marie Um-lough-Stokes and young son, of Houston, Tex. It was good to see them again.

Savina Pellin entertained Mrs. O'Brien with a dinner and theatre party afterwards, and Merle Platte, Catherine and Florence Lyons, Luna Wilder, Bertie Sutton and Helen Heffin had a no-hostess luncheon, complimentary to Mrs. Stokes.

We've some new faces around the office that make the place look like pre-depression days: Thelma Smith, Edith Widmeyer, Zella Shawley and Cuma Melton are with us again. Congrats! girls.

Everyone knows that Jimmy Collins holds the record for catching big fish, but Bertha Schumacher surely beats him and everyone else when it comes to shooting rabbits. She and Helen Deckert, with a gay hunting party, bagged more than their share Thanksgiving Day and had one glorious good time.

Speaking of good times: Florence and Catherine Lyons, Lucille Easman, Loretta Henry (Frisco Girls' Club President) and Anna Willigan (First Vice-President) have the most delightful time twice a week in a little get-together study club they enjoy, which, I am told, usually ends in front of the Colonial Hotel in a most interesting way.

Vacations are still in order: Mary Welch enjoyed a few days last week entertaining Miss Evelyne Johnson, daughter of Mr. and Mrs. W. E. Johnson, who left Springfield to make her home in New York City. Mr. Johnson is well known to the Frisco family, and we congratulate him on his new appointment with the Federal Light & Power Co.

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

PEARL A. PAIN, Reporter

FISH! FISH! FISH! Jack Gannon, Jim Akridge and A. G. Denham tried their luck again one day recently with no success.

Mell Lambeth was off a few days account illness. Noah Parris and A. T. Laughlin are off at the present writing account of illness; also Geo. Graham is off account of a broken foot, but we hope to see them all back soon.



Mrs. H. L. Wiles and son, of Dixon, Mo., and Mrs. C. M. Slone and children, of Kansas City, spent the Thanksgiving holidays with their sister, Mrs. J. W. Myers, also her brother, W. J. Branson, enjoyed Thanksgiving dinner with Mr. and Mrs. J. W. Myers.

L. H. McGuire will be unable to attend the Frisco Men's Club banquet, account of attending a chili supper at Willard, Mo. He likes his chili; but Mr. McGuire tells us of a family reunion held at the home of his uncle, E. E. McGuire, on Thanksgiving Day and about sixty guests attended, some from Memphis, Kansas City, West Tulsa, Chicago, Wichita and Ponca City. A good time was had by all.

Mr. and Mrs. H. H. Howard drove to Freeman, Mo., over the Thanksgiving holidays to visit his sister and husband, Dr. and Mrs. I. N. Parish. They enjoyed the visit, but enjoyed the trip all the more because 'twas made in their new Plymouth sedan.

Jim Akridge has been having considerable trouble with his car. The other day, at noon, he wore his battery completely down trying to get it started and claimed the engine had "sweated" water down into the carburetor and cylinders. But we see O. H. Miller has his car out of the shop again after his highway accident, and it looks and runs like new.

The following enjoyed the trip to and from Monett the night of December 13, to enjoy a turkey fry with the Frisco Girls' and Men's Clubs: Messrs. A. W. Blume, Sam Gaston, R. G. Price and Jack Gannon. A good time was enjoyed by all.

A. M. Click is experiencing quite a little bit of trouble "batching" these days, while his wife is visiting in the country and the bread drivers of the city are on a strike.

G. L. Pickle enjoyed a hunting trip in the neighborhood of Niangua recently.

Joe Wilson, our famous whittler, is now at work whittling a rooster. Anyone wishing to place an order, do so immediately.

**RAILROADS**

Those who look back and consider  
The progress of human endeavor,  
That sought to abridge time and distance,

And thus bring closer together,  
Thousands of towns and of cities  
That dot the face of the country,  
Find the twin lines of the railroads  
Arresting their earnest attention.

Lacking their steel-shod assistance,  
Vast regions would be undeveloped;  
Railroads, like rivers that water  
The valleys, bring blessings of commerce

To deserts and plains; at present,  
Teeming millions are living in comfort  
Where once only savages hunted,  
Undisturbed, though the wildness of nature.

The great throbbing heart of the nation,  
Responds to the tide of the traffic  
That flows through the veins of the railroads,

Renewing the life of the people;  
Upholding the grandeur and glory  
Of the proudest and greatest republic,  
Uniting the states of the Union  
In bonds that shall never be broken.

No monuments built in past ages  
Can rival the fame of the railroads:  
Nor can be found a memorial  
Whose magnitude equals their splendor;

And the men who achieved their de-  
nouement  
Have received from the world a dis-  
tinction  
Rarely accorded to mortals

Who dwell on the face of this planet.

—I. R. Sherwin, Argentine, Kans.,  
November 21st, 1933.

When these items have gone to print we hope that Santa Claus has been good to one and all—that each of our readers may truly enjoy "A Happy and Prosperous New Year".

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

W. S. WOOD, Reporter

We understand that Bob Ellis is writing a book on apprehending automobile thieves.

Peck Wirth says business is always good on the Ill-line. After the cocklebur shipping season is over, the hound dogs and rabbits start to move.

We are beginning to wish we hadn't mentioned the waiting room scales last month. We are having inquiries about whose job it is to keep them set so the customers can tell time by them.

As these notes are being written, we are in the midst of our holiday travel. Our very attractive rates and no surcharge on Pullmans are bringing us a good volume of business.

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

JOE KOEHLER and HAROLD DOERR,  
Reporters

Boy—who wound up Kohring last month? That two column edition takes the cake. No doubt about it, Elmer is to the Magazine what Huey Long is to the Senate.

The office prepared a long list of notes and Xmas greetings and mailed it to our friend, B. E. Burke, out in Fort Lyon, Colo. We can imagine the chuckle on Burton's face when he read it.

Joe Kelly reported a splendid honeymoon in Florida. By the way, that was a stunning picture of the "Mrs." in the society section of the *Globe-Democrat*.

Sorry, Elmer, that I spelled your daughter's name wrong last month. It's Colleen, isn't it, instead of Coleen? To make up for it, we'll make you honorary reporter for the month.

Tom Dalton's favorite sign—26 oz.—10 cents.

Now that the lid is off, we are anxious to see Cecil Zvorak take his first drink of water down at the office. There seems to be quite a lot of debate on this subject and one gentleman is understood to have offered a liberal reward to anyone catching him at the water bottle.

With the cold weather upon us, we wonder what has become of Goebel's fur hat and Manuel's big, black bear coat. Bring them out, boys.

Paul Brendel sure is elated over the fact that his personal tax is \$14.76 and Mayor Dickmann's but \$1.29. Looks like the Democrats know their opponents.

Ask Lucke to tell you the one about the rat. It seems that Joe investigated a noise one night with a flashlight and came upon a giant rat. He called for his gun and, taking aim, fired, and blew the animal to pieces. That part was all right, but the shot almost took the shed with it. Now Joseph has a repair bill to take care of. See Horace for more details.

We regret the departure of Freddie Sontag to the 12th floor. Fred said the worst part about leaving was that he had to part with his dear old side-kick, Bert Scollay—Mister Scollay to you.

We understand Mr. Wentz built a mountain setting for Christmas in his basement and then found out it was too large to carry upstairs. Emil says it's a lot of fun, anyway, to tear down and build up again.

M. A. S. says these NRA tariffs (no rates anywhere) are enough to drive one bugs.

Those who went to the last Frisco Men's Dance at the Century agree that

it was still better than the others, and that's saying something. Looked like we were celebrating New Years one month ahead of time. Charlie Sprich didn't miss a number, he wanted to be sure of getting his 40 cents worth. "High Ball" Hentscher and "Stringbean" Dummeyer were also prominent.

Well, folks, Happy New Year!

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

E. L. KOHRING, Reporter

This department hopes that everyone had a very Merry Xmas and that the New Year will bring prosperity and happiness to all.

Our sympathy is extended to Miss Hulda Uthoff and family in their recent bereavement, the loss of their father.

Walter Hinds has been transferred to the bookkeeping department. We wish him luck and success in his new position.

The personnel of this department was increased when the recheck department was recently moved to the 12th floor.

The third annual Frisco Men's Club dance was again a huge success and everyone who attended had a pleasant time, and we are looking forward to their next affair.

Dan Howell, of the chief accounting department, left the service and we all wish Dan the best of luck. Dan's departure was due to reduction in force.

The Comptroller's Gunners went out Saturday, November 18, and pounded the maples to defeat the Comptroller's Gun Busters by the score of 2,039 to 1,970. The Gunners lined up as follows: A. H. Burgdorf, J. A. Kilker, Kermit Rupp, E. H. Thielker, while the Gun Busters used G. V. Danis, I. McLean, C. G. Lamont and I. A. Johnson. The star of the series was A. H. Burgdorf, who made the very fine score of 535, after having

**RATES  
REDUCED**

Under a new ruling effective immediately, all Locomotive Engineers, Firemen, Conductors, Brakemen and Switchmen, and practically all other Rail employes may now obtain, thru the Kansas City Life Insurance Company, Kansas City, Missouri, one of the strongest financial institutions in America, legal reserve Life Insurance at the same rates as other Business and Professional Men, without any rate-up or overcharge. No examination is generally required up to \$5,000.00. Regular Paid Up and Cash Values included in Policies. Assets over \$73,000,000.00. Ins. in force approximately \$400,000,000.00.

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Address.....

been away from this sort of sport for some time, due to illness. The score was kept by Dan Howell, who did a fine job. The winners challenge anyone. For games see "Sure Shot Thielker".

### TELEGRAPH NOTES

HELEN Y. FELLOWS, Reporter

By the time this issue of the Magazine reaches the public, the Christmas holidays will be a thing of the past, but we hope they were immensely enjoyed by everyone.

C. R. Sally, third trick, Pacific, enjoyed a three-day Thanksgiving vacation, which he spent with his folks in Rolla. E. W. Cheatham relieved him two days, being bumped by V. R. Finley. Leo Daugherty relieved W. W. Lemons, second trick, Newburg, one day.

J. J. Norton, third trick, Cuba, was off one day, being relieved by V. R. Finley.

B. D. Ringeling, agent, Bourbon, and family spent Thanksgiving Day with relatives in Moselle. Quail hunting was part of the day's routine, and a bag of five was the result. Note:—We had our share of the five and can truthfully attest they were "good eating".

E. H. Dyer, second trick, Sullivan, was off twelve days. A. Frech, regular third trick, relieved him, being in turn relieved by E. L. Mooney.

### MONETT YARDS

LINZY LLOYD, Reporter

Ernest Mitchell, switchman on the 11:59 job, has returned from the St. Louis hospital, where he underwent an operation for appendicitis. He has resumed his duties on his old job.

Dave Marshall, switchman on the 4 p. m. job, claims the high mark during the quail season, bringing quail in his lunch bucket, tantalizing the less fortunate hunters.

S. O. Rittenhouse relieved E. P. Hogan, day assistant yardmaster for a few days, after which Sam tried his luck at quail hunting. He reports bringing home the limit and we will have to take his word for it.

Three Frisco employes returned from a hunting trip to Galesville recently and reported the wild turkeys were as thick as crows, each brought back a nice bird to prove their story. The lucky hunters were, L. A. Taylor, switchman, Gilbert Williams, machinist, and Roy Allen, also machinist.

Three emergency switchmen have been placed on the extra board. The men include Howard F. White, O. U. Vermillion and R. R. Turpin. Business

has justified these boys getting quite a bit of work recently. We are all glad to see these boys back on the board once more.

Since the twenty-six day a month has been put into effect the extra men have worked more frequently.

Conductor W. L. Dunigan, of Neodesha, Kansas, is relieving Conductor M. C. Shipley for a short time.

Since the CWA movement in our little town, a great many of the railroad boys who are temporarily out of service have secured employment on this project.

The Frisco Employees' Club is continuing its activities, which have brought such favorable notice heretofore. They have undertaken a drive for increased business for the Frisco here. They recently sponsored "A Day of Reckoning", motion picture at the Gilloz Theatre here for the purpose of raising funds to carry on their work.

The yard men were confronted with the sad news of the discontinuance of the 10 a. m. switch engine. This will cause some of our men to be placed back on the extra board and some of the extra men will have to return to the emergency board. Heres hoping the engine will not be off but for short time.

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

DOROTHEA HYDE, Reporter

Dorothy Bass, daughter of Mr. and Mrs. John Bass, is at the present time quite ill with scarlet fever. Mr. Bass reports she has improved some in the last two days. Dorothy, it is the wish of everyone in this office that you will soon be a well little girl and that Santa Claus will be very liberal with you in leaving you all you would like for Christmas.

A wedding of much interest occurred in our city, December 1st. It was none other than that of Arthur W. Blume, Jr., son of Mr. and Mrs. A. W. Blume, and Miss Henrietta Gillespie, daughter of Mr. and Mrs. M. K. Gillespie. This splendid young couple were reared in Springfield and are very popular with the young people. They will make their home in this city where their hundreds of friends join with this office in extending "Congratulations".

"Doc" John seems to be getting along nicely since he spent a few days the past month in the St. Louis hospital. Sorry for Mr. John's illness, but were glad to have had Miss Esther Carlson work during his absence.

Miss Nola Rook spent an enjoyable week-end, December 8, with friends in Kansas City.

Master Johnny Gibson, son of Harry Gibson, took a nice trip to Amory, Mississippi on a pass all his very own. With him was the one person in the world it takes to show a "kid" a good time—his grandmother, Mrs. J. C. Kerr. They visited Mrs. Kerr's son, Clark Kerr, storekeeper at Amory.

We wish to extend our sympathy to the family of William D. Price, who passed away December the 11th. Mr. Price was a grandfather of Homer Weber in this office and an uncle of Bill and Bob Price, in the storekeeper's office. Having died at the age of eighty-two years, Mr. Price was a member of one of Springfield's oldest families.

Word has been received that Mrs. Blanche Bramhall, a former employe of the stores department, was married to Mr. Robert English of the U. S. Navy, November 16, at Yuma, Ariz. They will make their home in Honolulu.

George Wood spent December 10 in Kansas City going to shows and window wishin'.

Don't believe I ever had a more amusing ride on a train than I did on No. 9 the night before Thanksgiving.

It looked as though the whole stores department were hunting the turkey. There were Mr. and Mrs. Clifford Kincaid and children on their way to Clinton, Oklahoma, to visit Clifford's aunt. He had to do a lot of coaxing to get his wife to go, so you could never picture anything so funny as Clifford's rushing on the train to be sure she got a seat. Said he didn't know what would become of him if she had to stand up till we got to Monett.

Next was Mr. and Mrs. Porter Leavitt and their two fine boys. They were enroute to Tulsa to visit Mrs. Leavitt's sister. Porter saw the Tulsa University and the Arkansas State University football game, which was a dandy—Tulsa winning, of course. The most interesting thing about these two families was the children. You should have seen them get acquainted. It did not take long either. I watched very closely for one could not help noticing such nice well-behaved children.

Another family "all aboard" was that of Tom Misher, headed for Sapulpa to visit old friends and neighbors. Tom smoked a big black cigar while his oldest son was being entertained by the most attractive little blonde twins I have ever seen.

I took as my guests to have in Tulsa, Misses Barbara Murray and Maie Beaman. During the day we took a nice car ride over the residential part of the city.

Last, but not least, were Mr. and Mrs. Chas. Allan. Their destination was Ft. Smith, to spend the day with their daughter. We did not hear much from them as they changed trains at Monett.

By the time you read these items, Christmas will be just another day gone by. Here's hoping each of you and your families have a very joyful one and that in the "New Year" you will be blessed with happiness and prosperity.

### CLINTON AND OSCEOLA SUB

MRS. A. W. LIFFEE, Reporter

Best wishes for a Happy New Year.

As the old year goes out, we can see business, on this division, better and the new year looking brighter. The Dickey Tile Factory, at Deepwater, is opening on January 4, after being shut down for 13 months. They are installing coal burners in the kilns, where before they've had oil burners. This was due to being located in the coal region. And they will employ more men in this vicinity. This company is an asset to the Frisco and the community, as it is one of the biggest concerns of its kind in the state.

The section men have been laying heavy steel in the yards at North Clinton. This is quite an improvement, as the thirteen hundreds are too heavy for the lighter rails.

The Jim Carter and A. Ness gangs have been wrecking the depots along the Hi-line that have been closed during the depression, and are replacing with box cars.

Mrs. Charles Shaw, wife of Engineer Shaw, visited in Springfield last week.

Mrs. Charles Rutherford spent a few days in Columbia with her daughter, Aletrice, who is attending the University.

We extend congratulations to Mr. and Mrs. Clyde Archer, on the arrival of a baby girl, December 14, and to Mr. and Mrs. Wm. Ackerman, who welcomed a little miss who has been christened Evelyn Louise. Mr. Archer is a coal chute man and Mr. Ackerman a section laborer and formerly a fireman.

Mrs. Charles Grimes and children visited here from Springfield last week.

Richard Shaw, Jr., spent Thanksgiving with his father, Richard Shaw, at Aurora, where the latter is employed as warehouse clerk.

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Robert Loafman was home for Thanksgiving from Edmund, Okla., where he attends business college.

Luther Hunter was in Clinton over the Thanksgiving vacation and attended the dance given by the Rainbow Girls and DeMolays. Luther is the son of Clyde Hunter, a brakeman on the passenger.

The marriage of Dan Duden, engineer, and Mrs. Ruby J. Zeiler, of Osceola, was announced this week. Mrs. Duden is engaged in a business of her own as an insurance saleswoman in Osceola. They plan to make their home there. We extend our best wishes.

**SOUTHWESTERN DIVISION**

**TRAFFIC DEPARTMENT  
TULSA, OKLA.**

MARGERY A. O'BRIEN, Reporter

While the weather down here in Oklahoma would not indicate we are approaching the Yuletide Season, the decorations on the streets and in shop windows lend to the Christmas spirit. The department stores are crowded with shoppers and everyone seems to be following the terms of the NRA—spending their money and bringing about a general improvement in trade.

The Ladies' Club had their regular monthly luncheon meeting at the Brown Dunkin tea room, Monday, December 11th.

Mrs. Lon Burd, wife of warehouse

foreman at Tulsa, entertained on Saturday evening, November 11th, with a kid party. About twenty Frisco ladies were present. Prizes were given for the winners of various games. A nice lunch was served in a rather unique way, each lady receiving an individual box. Everybody had a good time and the party was quite a success.

Frisco Employees' Club had a dance on Thanksgiving night, there was an attendance of about seventy-five couple, a large choice basket of fruit being given as an attendance prize.

Mr. and Mrs. O. P. Rainey and children motored to Springfield to spend Thanksgiving day with their parents.

While reporter Edna Wooden, office assistant superintendent, West Tulsa, paid tribute to the passing of Mr. Burch of the telegraph department, formerly employed in this office, want to also extend our deep sympathy to Mrs. Burch and children and to say we were all grieved to hear of his passing.

**OFFICE OF TRAFFIC MANAGER  
OKLAHOMA CITY, OKLA.**

LUCILLE BATTERN, Reporter

By the time this goes to press it will be past both Christmas and January 1, and I can only say we hope each of you had a very Merry Christmas and will have a boisterous and bountiful New Year.

C. B. Hinsey, traveling freight and passenger agent has been ill for almost a month. In August he was confined to the St. Louis hospital for several

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 Grow Mushrooms in your cellar or shed!  
 Big demand. Experience unnecessary,  
 we tell you how. Famous White Queen  
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 AMERICAN MUSHROOM INDUSTRIES LTD., DEPT. 328 TORONTO, ONT.

weeks and was forced to return again on the second of November. We want Charlie to know we miss him terribly and are all pulling with all our might for his speedy recovery.

Roland Wolfe, 13-year-old son of our soliciting freight and passenger agent had the leading roll in an operetta presented by the Webster Junior High School recently.

In these depressing times it gives us great pleasure to announce that there is at this time under construction on our tracks, a new refinery, material for which is all being routed via our line.

We handled 60 Chevrolet dealers, Oklahoma City, on train No. 10, December 14th, enroute to Detroit, Michigan for a special meeting. This party required 6 extra sleepers and a diner and was joined at Tulsa by 18 representatives. Mr. Hopkins accompanied the party to Detroit.

On November 24th, we had approximately 250 Central High School students and boosters, including the team and band, on our football special, Oklahoma City to Chickasha. Mr. Oldaker accompanied the party.

November might be termed the "Month of Parades" in Oklahoma City. First the Harvest Festival parades,

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# Now LAVA SOAP helps Fritz Walsky get cleaned up fast

... helps him guard against hand infections

## A LAVA SOAP MOVIE WITH REAL PEOPLE

Actors: Fritz Walsky, Engineer, C. M. St. P. & P.; Elmer Kvevli, Fireman, same road; Mrs. Walsky.



ELMER, HOW IN THE WORLD DO YOU GET CLEANED UP SO FAST?

EASY, FRITZ. LAVA GETS THE GRIME AND GREASE IN NO TIME. WANT TO TRY IT?

Fritz, who has been using ordinary soap, has a surprise in store when he tries Elmer's Lava. Lava contains fine, powdery pumice which teams together with soapy lather to get the grime, greasiest hands clean in less than a minute.



SAY, LAVA WORKS LIKE MAGIC. WHY, THERE'S NOT EVEN A SPOT LEFT ON YOUR KNUCKLES.

NOPE, NO CHANCE OF DIRT INFECTING OPEN CUTS WHEN YOU USE LAVA SOAP.

Most hand infections begin when dirt is left in little nicks and scratches. Lava helps prevent infections because it gets even ground-in dirt. And Lava kills germs. Against most types of deadly germs, Lava is 5 to 10 times as effective as carbolic acid.

## A FEW MINUTES LATER



WHY, FRITZ, YOU'RE HOME EARLY TONIGHT! WHAT HAPPENED?

I WASHED UP WITH LAVA SOAP, MARCIA. IT GETS THE GRIME IN NO TIME, AND, BOY, IT'S EASY ON THE HANDS.

Because Lava contains glycerine—used in most expensive hand lotions—it actually soothes the skin. Lava protects your hands against chapping and helps heal up any nicks or raw spots on your hands.

Lava saves your time. It saves your skin. And it saves your money because it outlasts ordinary soaps 3 to 1. Works well in any water—hot or cold, hard or soft. Get Lava from your grocer today.

GETS THE DIRT . . . PROTECTS THE SKIN



A Procter & Gamble Product

then the Shriners came to town with numerous drill teams and bands and really put on a parade, the likes of which we ain't never seen in this neck of the woods.

November 17th, we had 76 Shriners from Springfield and 94 from Tulsa for the India Temple Shrine Ceremonial at Oklahoma City; also the return movement. R. O. Hopkins accompanied the Springfield party, and Mr. Atkinson the Tulsa party.

I believe Mr. Huggins was the only one from this office to spend Thanksgiving Day out of town. He spent that day with his parents and young son in Emporia.

We participated in a very nice haul on 80 carloads of Naptha from Cyril, Oklahoma to Houston, Texas, for account of Anderson Prichard Oil Company during November.

## OFFICE OF ASSISTANT SUPERINTENDENT WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

By the time this goes to press, we will have entered upon a new year, and wish to take this opportunity to wish each and every member of the Frisco family prosperity and happiness, and that the Frisco Railway, so dear to us all, will prosper throughout the year.

Bill Rheuark, son of J. J. Rheuark, fireman, left recently for San Diego, Calif., where he will enter the naval training school.

Also, Amos Hallum, son of F. A. Hallum, switchman, has returned to San Francisco, after spending several days here visiting his parents. Amos has recently completed his training at the naval training school at San Diego, and upon his return will be assigned to overseas duty. The best of wishes go with these two Frisco sons.

Congratulations to J. E. Self, brakeman, who was married November 29 to Miss Irene Biek, of Okmulgee.

H. F. Cundiff, switchman, has gone to St. Louis where he entered the hospital at that point. His many friends hope he will soon be able to return home.

## RIVER DIVISION

CAPE GIRARDEAU, MO.

INEZ LAHL, Reporter

This station wants to boast of the fact that we more than doubled our revenue in November this year over November, 1932 and 1931.

Claude Coker, conductor on 875-876, who underwent a major operation at the Frisco hospital in St. Louis recently, has sufficiently recovered to leave the hospital and is now convalescing at his home here.

Our deepest sympathy is extended to Conductor J. Z. Tucker, whose brother, Henry Tucker, was accidentally killed. Henry Tucker was roundhouse foreman for the C&E Railway.

Mrs. J. S. McMillan, wife of Superintendent McMillan, went to Columbia, Mo., on December 8th, to attend a state meeting of the International Relations Committee of the League of Women Voters. At this meeting Mrs. McMillan was elected a delegate to the National Convention to be held in Washington, D. C., on January 26th, 1934.

H. F. Busch, division engineer, and W. L. Buckley, bridge inspector, who were struck by an automobile while riding on a motor car near Kennett, Mo., are reported as doing nicely. Mr. Busch, who received only slight injuries, is confined to his home while Mr. Buckley, who suffered a fractured skull, is in the Frisco hospital at St. Louis.

Mrs. Robert West, wife of Brake-man West, of St. Louis, visited friends and transacted business in Cape Girardeau recently.

**SUPERINTENDENT'S OFFICE  
CHAFFEE, MO.**

ELIZABETH GRIESHABER, Reporter

R. L. Cooper and wife had as their guests, recently, Mrs. J. A. Moran, of Fort Scott, Kans., and Mrs. L. B. Swift and granddaughter, of Osceola, Ark.

Harry Cheatham, son of Conductor H. V. Cheatham, who is a student in Washington University, St. Louis, visited his parents and friends at Chaffee recently.

Mrs. V. E. Hopkins, wife of operator, visited friends at Crystal City the early part of December.

We regret to learn of the illness of R. C. Giesike, Jr., formerly of this office, who underwent an emergency operation at the Frisco hospital in St. Louis the early part of December. Mr. Giesike is at the present time employed as timekeeper in St. Louis general office.

B. J. Grieshaber, operator at Wilson, is visiting his mother.

Mrs. Hollis McEwing, wife of engineer, is recovering from a short illness.

Mrs. J. L. Mumma and daughter, Sharon Lynn, have returned from a visit with her sister in Kansas City.

Mrs. Alvin Klages and Mrs. Frank Moore recently visited Mrs. Emmett Bond at Bernard Hospital, St. Louis, where Mrs. Bond was receiving treatment. Mrs. Bond has since returned to her home at Chaffee.

**NORTHERN DIVISION**

OFFICE OF SUPERINTENDENT  
FT. SCOTT, KANS.

BLANCHE BICKNELL, Reporter

Mrs. Lloyd Gardner has returned from a two weeks' visit in Detroit with her sisters.

L. J. Timberlake worked several days on the temporary yard clerk position, Ft. Scott, pending bulletin assignment. Claude Reeder was the successful applicant, going to work on the job December 1st.



**American National Bank**  
Pensacola, Florida  
U.S.A.  
CAPITAL AND SURPLUS \$1,000,000

C. N. Gearhart, yard clerk, Wichita, was the successful applicant for the clerk's position at Joplin, Mo. This creates a vacancy at Wichita, which job is now under bulletin.

Earl H. Hamm has been assigned to the temporary miscellaneous clerk's position at Joplin. Claude C. Blevins is working Mr. Hamm's vacancy at Fort Scott, pending bulletin assignment.

Ray Rienbolt, who has been working for the past two weeks in Fort Scott as extra clerk and helper, has gone to Wichita to work several days in the yard clerk vacancy.

Yard Clerk Herman Clark laid off for ten days to go hunting. Earl Hamm relieved him.

Conductor F. H. McCann passed away at the Frisco Employees' Hospital, St. Louis, on November 18, after a lingering illness of several months. Mr. McCann had been in service for about thirty-three years. He will be missed by his many friends.

Sympathy is extended to the Allison family in the death of their brother, J. H. Allison and his wife, who were both killed in an automobile accident on Highway 73-E, November 24. Mr. Allison had been in the service of the railway for over thirty years as a brakeman.

Conductor F. L. German and wife are spending a few weeks' vacation in Houston and Alamo, Texas.

**TRAFFIC DEPARTMENT  
KANSAS CITY, MO.**

ROY E. MARING, Reporter

Solicitor Sachen continues to knock the maples over in the Allied Industries Bowling League. His latest achievement won him some cash for taking all individual honors, with a score of 255 and 617. He had a run of nine straight strikes, missing the tenth by one pin.

John had need for the cash as his apartment was recently broken into and some eighty dollars in cash taken

from the old sock. What a wail was there, with winter and Christmas just around the corner.

Business at the Ford Motor Company plant, on our tracks here, is booming again, with the new 1934 cars starting to roll out. When we tell you that 54 carloads were shipped over our line in one day, you can readily appreciate what the operation of the plant means to the Frisco.

The stage is being set for the big "Sunnyland Club" shindig at Carpenters Hall, which will be in January. Prodigious efforts are being put forth to make this affair one of the best of the club's history, and as an indication of its scope, will say that no less than 200 invitations are being sent to our patrons.

Rate Clerk Bowers emphasized with vigorous strokes the usual Thanksgiving Day carving ceremony. He had the additional satisfaction of revenge, that resulted from having his slumbers disturbed at four o'clock in the morning by a series of protesting "quacks". Probably the duck had a nightmare of the coming tragedy.

Miss Stewart is sporting a new pair of eyes, and as a result is looking them over closely.

Traffic Manager Coulter recently suffered an attack of the flu, but is now fully recovered.

The father of Solicitor Glover passed away Monday, December 11, at Caldwell, Kansas, after an extended illness. We extend our sympathy to the family in their bereavement.

We Kansas Citians are still much puffed up at the words of praise that fell upon our ears from distinguished art critics. The occasion was the formal opening of the new William

**FIRST NATIONAL  
BANK in Wichita**

WICHITA, KANSAS

RESOURCES

\$20,000,000.00

**FIRST NATIONAL BANK  
OF BIRMINGHAM, ALA.**

FRISCO DEPOSITORY

You Will Find the

**Security National Bank**

SAVINGS AND TRUST CO.

MEMBER FEDERAL RESERVE SYSTEM

A CONVENIENT BANK

"BANK WITH SECURITY"

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

**THE CITIZENS BANK**

of Springfield, Mo.

WE APPRECIATE

YOUR BUSINESS

OUR MOTTO

COURTESY, FAIRNESS AND  
EFFICIENCY

**The Central National Bank •**

**OKMULGEE, OKLAHOMA**

We appreciate your account.

Capital and Surplus \$350,000.00

Rockhill Nelson Gallery of Art and Atkins Museum, Sunday, December 10. The building is described by one critic as the equal of the Lincoln Memorial at Washington, and by all as excelling others devoted to same purpose. The collection is world representative and is not exceeded by more than one-half dozen in the United States and none west of Chicago. Be sure to visit it on your trip to Kansas City.

**TELEGRAPH DEPARTMENT  
FT. SCOTT, KANS.**

**ALICE HOGAN, Reporter**

Allen French, former Northern division telegrapher, came in to see us recently while in our city. Allen is a partner with an auditing company in Topeka, Kans.

L. B. Clary, assistant superintendent, celebrated a birthday anniversary on December 4th, and was especially pleased with a gift he received from his mother—a box of roses which grew in her garden. Her home is in Shreveport, La.

J. W. Buchert will retire from service the first of January after forty-eight years of service, most of this time spent at Arcadia, Kans. Mr. Buchert is enjoying very good health and will make his home there.

W. O. Long, late night wire chief-ticket clerk, left December 16 for Wenatchee, Wash., to spend a few weeks with his mother. Mrs. Long is spending this time with her parents at Caruthersville, Mo.

M. W. Sullivan, dispatcher, and Mrs. Sullivan will spend Christmas with their daughter, who is now living in Covington, Ky. They will then go on to St. Petersburg, Fla., for a short visit with Mrs. Sullivan's sister.

P. E. Paulsell, relief telegrapher, is relieving at "F. D." office in the absence of W. O. Long, working second trick while "Pat" Parks is working third trick for the change.

H. M. Cloud, will do the extra work in the dispatcher's office during the Christmas holiday season. Mr. Cloud's regular job is first trick at Neodesha, Kans.

Mrs. L. O. Gardner, wife of tracer clerk, has returned from Detroit, where she and her mother visited her sisters, who live there.

**OFFICE SUPERINTENDENT  
TERMINALS  
KANSAS CITY, MO.**

**TOM KEHOE, Reporter**

May the New Year be a very very Happy one for all of our Frisco friends—as we look into the future, with rising hopes and ambitions; with renewed energy and faith in ourselves and our railroad, we see a year crowded with success and dreams fulfilled. Let us continue, during the coming year, to pin our hopes to the shining light that has guided us safely over the stormy past—that people will remain loyal to an institution that is loyal to them—that the best way to make friends, is first to deserve them, and

**Stops Falling Hair**

Mr. D. Mallory, Geer, Va., writes: "My hair came out in patches and I was bald in spots. I used 2 bottles of Japanese Oil. It not only stopped my hair from falling, but grew new hair on the bald areas." JAPANESE OIL, the antiseptic counter-irritant, is used by thousands for overcoming baldness, falling hair, loose dandruff and scalp itch. Price 60c. Economy size, \$1. All druggists. Free booklet, "Truth About the Hair"—write National Remedy Co., 36 W. 45th St., Dept. KL, New York.

then keep them by courageously serving their best interests at all times—regardless of cost, providing a service so efficient and superior that their satisfaction is guaranteed and their loyalty assured.

J. H. Allison, passenger brakeman, and wife, met with a tragic accident early November 24, just north of Trading Post, Kans., when their car struck a parked truck, resulting in the immediate death of Mr. Allison, who was driving the car, and Mr. and Mrs. W. H. Moore, Mr. Allison's sister and her husband, also occupants of the car. Mrs. Allison was removed to a Ft. Scott hospital, where she died shortly afterward. The ill-fated party was on its way to Fort Scott to attend the funeral of Mr. Allison's mother, Mrs. Emily Allison. Funeral services were held in Ft. Scott, Tuesday, November 27, for all five members of the family. The crew of train No. 132, on November 27, consisting of Conductor S. Goff, Brakemen Ty. Cobb and R. Clark, Engineer C. J. Anderson and Fireman Bennett, wish to extend thanks to officials for their kindness in setting the call back on the train in order to make it possible for them to attend the services of Mr. Allison and the other members of his family.

We are all speculating as to how F. E. Morgan is going to play Santa Claus to himself Christmas. He admits that he is going to give himself a Christmas present, and, while he has not tipped his hand, we should not be at all surprised to see him drive up in a new 1934 Ford V-8, the day following Santa's visit.

W. G. Cooper, engineer, returned to work December 7, having been off since November 16, confined to the hospital, account of a serious accident, which occurred near Overland Park, when a truck loaded with cattle developed a defective steering gear and crashed into Mr. Cooper's car. Mr. Cooper received two fractured ribs and severe bruises. His car was completely demolished.

Wish to extend sincere sympathy to M. L. Sollars, switchman, who was called to St. Joseph, Mo., December 8th, account of the death of his sister. Also to Guy Carson, fireman, whose father died November 25th.

J. W. Skaggs had the honor of being elected President of the Superintendents' Association at a meeting of the Association, held December 11.

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

**LEOTA FRIEND and MARY DAILEY,  
Reporters**

Due to unusual rush of office work, and for various other reasons, we failed to appear in print in last issue, therefore failed to wish you the Joys of the Season, but—now that Christmas is over and the New Year is here, we're hoping your Holiday Season was the best ever, and we're "Holding the Thought" that the year 1934 will bring volumes of business to the Frisco.

It might be of interest to know that G. E. Daugherty and wife spent the Christmas Holidays with a brother of Mr. Daugherty's in Detroit. M. J. Sartain and wife visited relatives in Memphis. E. C. Henshaw, wife and son, Carroll, visited Mr. Henshaw's sister in Denison, Texas, and Ely says he thoroughly enjoyed Christmas in the Lone Star state. Ye scribes, as per usual, spent the holidays with home folks in Oran and Pierce City, respectively. Lee Taylor, says, "Believe it or Not," he spent a quiet Christmas day at home with his wife and son. As to the whereabouts of the rest of our force we're unable to say, for as yet they haven't divulged the secret.

'Tis said, ice skating is great sport, it helps to retain your figure, keeps up your pep, etc.—but, take it from one who knows, it's rather difficult to retain the upright position and learn to

**BALD NO LONGER**

Mr. A. S. R. of New York City writes: "I had 3 bald spots the size of a half-dollar. I used Japanese Oil for 3 months and now my bald spots are entirely covered with hair."

JAPANESE OIL, the antiseptic counter-irritant, is used by thousands for baldness, falling hair, loose dandruff and scalp itch. Price 60c. Economy size \$1. All druggists.

NATIONAL REMEDY CO., 36 W. 45th St., Dept. KL, N.Y.

**FREE!** Interesting Booklet THE TRUTH ABOUT THE HAIR.

stroke on ice skates and it isn't nearly so easy as it might seem.

We were mighty glad to have had a visit from Miss Martha Moore of St. Louis recently.

Miss Helen Copley, of Sherman, Texas, spent Thanksgiving in Kansas City with her uncle, E. C. Henshaw.

Mrs. Lawrence Evans, remembered as Agnes Lynch, is in Kansas City on an extended visit. We almost knew the urge for Kansas City would be too great to suppress.

Kansas Citizens are very fortunate in having the William Rockhill Nelson Gallery of Art and Atkins Museum opened to the public. These rooms and galleries have been attracting thousands of visitors daily since the opening, Monday, December 11.

J. N. Hargrove and wife, of Ft. Scott, visited at the E. C. Henshaw home recently.

Waller Heck and family visited relatives in Ft. Scott and Springfield over the recent holidays.

The male members of our office force wore long faces several days in December due to the fact the much looked forward to—Stag Party—was called off.

A certain chief clerk in the transportation department says, "Whatta we care if New York did put a ban on radios in taxi cabs, that don't keep us from having radios in privately owned Ford coupes."

We're certainly doing things in the way of cleaning up the premises around Kansas City, tore down a couple of unused buildings recently. Now that the debris has been cleared away it is our suggestion this would be an ideal spot for "Flowers that bloom in the Spring".

And now that another year is upon us it's going to be a great game to play—trying to keep our faces always toward the sun for another 365 days.

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

**GLADYS ROTH, Reporter**

Here's hoping you had a Merry Christmas and we wish you all a very Happy New Year.

J. W. Waterbury, Jr., son of Bridge Inspector J. W. Waterbury, spent the holidays visiting relatives in Chicago.

B&B man R. A. Denniston, wife and son, expect to spend part of the month of January visiting relatives at Los Angeles, Calif., and Olympia, Washington.

Robert Cooper, who is attending school in Chicago, spent the holidays with his father, Glenn Cooper, B&B painter on the Frisco and his grandparents, Mr. and Mrs. Tom Cooper.

S. R. Kummell, bridge watchman at Ash Grove, is off account sickness and is in the hospital at Wichita, Kansas. Mr. Opal Davis is protecting Kummell's vacancy at Ash Grove.

Mrs. Ernest Lewis and children, wife and family of concrete man, spent the holidays with relatives at Rich Mountain, Ark.

H. S. Ingle and wife spent the holidays at Bolivar, Mo.

Our section forces and B&B gangs have been very busy the past thirty days dismantling and retraining various buildings and tracks along the line which are no longer necessary in the operation of business.

E. A. Reynolds has been assigned to position of section foreman on section C-22 at Arcadia, Kansas.

The passenger station and general offices at Fort Scott are getting a new coat of paint, which is improving the appearance very materially.

Stanley G. Morris has been assigned to position in Frank Jones' B&B gang. Chas. C. Rogers has taken a position in Foreman M. D. Gibbs' gang.

**OFFICE OF THE GENERAL AGENT  
KANSAS CITY, MO.**

MARK M. CASSIDY, Reporter

Elmer Lindeman is back at work, looking a few years younger and feeling a whole lot better. Elmer had to lay off and take a rest cure, by his doctor's orders. Only trouble was that he got so used to doing nothing in his three weeks rest, that he rather hated to return to the old grind.

Andy Kranichfield bid in, and was awarded the position of bill sorter, after having been bumped by Bonnie Malcolm. Andy was quite surprised when the job was awarded to him.

Sorry to report that the home of C. E. Bobbitt was burglarized a short time ago. Bobbitt was awakened by his wife's screams, and looked in time to see a negro escaping with Bobbitt's pants over his arm. That is the reason Bobbitt showed up for work wearing a new pair of trousers, when he came to the office the next day.

As you all know, the buffet supper and stag party that was to have been given by the Sunnyland Club, was called off, because of lack of funds. How about it, you members of the club and employes of Kansas City? The club still has sufficient funds to stage a New Year's party, but we did rather want to put this one across.

Happy New Year, folks!!!

**WICHITA, KANSAS**

LOTA L. WILLIAMS, Reporter

Once again 'tis Christmas and again the Union Station here will resound with the glad tidings of Christmas joy and peace as proclaimed by Christmas carols and special musical programs arranged by the Wichita Beacon and sponsored by various merchants with the cooperation of Clude Sheats, manager Fred Harvey News. Our Christmas tree is already up in all its splendor in the station lobby, gaily bedecked with colored lights and tinsel, the work of the redcaps under the direction of Mr. Sheats. Altogether, it really looks quite Christmasy! We trust your Christmas was a happy one, with dreams all come true.

Installation of the new officials of the Wichita Traffic Club will be held January 11. C. S. Underwood, division freight agent, is the newly elected president for the ensuing year. Other officers are Cliff McLen, Southwest Cracker Company, first vice-president; C. E. Thomas, G. A. Midland Valley, second vice-president; Bob Young, of the Kansas Gas & Electric Co., secretary and treasurer. Directors: Jim Lee, Rock Island; Ben Harris, Missouri Pacific; Hillary Watts, traffic manager, Derby Oil Co., and H. A. Baker, general agent, Frisco.

Eugene Freeze, pipefitter, has been helping Estelle Bazzel, car department, break in a new Plymouth. Home Moss, engine inspector, is also driving a new Plymouth sedan. Santa Claus seems to have paid a few early calls!

Rody Tierney, machinist, chairman of Local No. 16, attended Shop Crafts Convention, Springfield, December 12-15.

Eugene Freeze, pipefitter, is reported to be still hunting ducks, etc. Mr. Freeze, with Albert Teal, stationary fireman, made another trip to Benington Lake, south of Kingman, but came

back empty handed. Mr. Freeze and Stanley Wood, machinists, are planning a hunting trip to the Ozarks before Christmas. Understand the object of the hunt is a nice fat possum or coon.

Friends of E. J. Immele, soliciting freight agent, experience a great deal of confusion as to correct spelling of his name, which is French. Some of the recent variations noted were as follows: Emily, Emley, Emliie, Imeley, Immell and Emille.

With the New Year ever comes the hope of something better and indications are that business is getting better. H. E. Morris, traveling freight agent, states that merchants and farmers in Wichita territory in Finney (Garden City), and Ford (Dodge City) Counties are very much elated at receiving their wheat processing money during the week of December 4. Merchants report the largest trade in several months. This coupled with good rains recently has put this section of Kansas in the best condition they have experienced for the past two years. Approximately a half million dollars will be distributed in the two counties mentioned. Counties adjacent to Wichita anticipate receiving their money from the wheat processing tax late in December.

**SOUTHERN DIVISION**

**BIRMINGHAM GENERAL OFFICE**

LAUNA M. CHEW, Reporter

Wearth W. Wade, rate clerk, in office of traffic manager, slipped a big one over the office gang on November 17th; while Harry Brown and Carl Bowen, traveling freight and passenger agents, waited impatiently for Wearth to show up with his automobile to take them to the Annual Ball of the Birmingham Traffic and Transportation Club, Wearth was busily engaged in seeing the preacher; finally showing up about two hours late, with his bride, formerly Miss Jeanette Foster. NEXT ??? Alright Carl, get busy.

On Saturday evening December 2nd, Mrs. Launa Chew, secretary to traffic manager, entertained informally at her home, honoring Mr. and Mrs. W. W. Wade, at which time the bride and groom were presented with a very lovely set, electric percolator and waffle iron, from the office force. Those attending were, Misses Audrey Sullivan, Grethel Tatum, Aline Crawley, Bessie Howell, Mrs. Lorraine Howard of Atlanta, Ga., Messrs. Fred Cross, Harry Brown, Carl Bowen and Mr. and Mrs. R. F. Oxley.

H. H. Thomas, local agent, Townley, Ala., is confined to St. Vincent's Hospital account of an infected hand. It is hoped he will be home before Christmas time.

Mrs. U. U. Smith, of Montgomery, Ala., has been the guest of your reporter for the past week.

Sam and Dan McDonough, sons of executive general agent, D. F. McDonough, are expected home for the holidays.

Mrs. T. H. Banister and son, John, have returned from a visit with Mrs. Banister's parents in St. Louis, Mo.

B. F. Thompson, soliciting freight agent, and family motored to Tuscaloosa, Ala., last week-end.

Wishing everybody a very Happy New Year.

**TRAINMASTER'S OFFICE  
AMORY, MISS.**

VIOLET GOLDSMITH, Reporter

December 7th was a big celebration day for Amory, the formal opening of

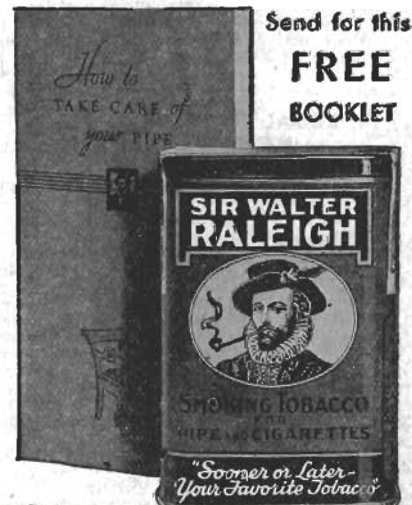
**HOW TO BECOME A LION  
TAMER IN 3 SHORT PUFFS**



- LESSON 1. *Never clean your pipe.*
  - LESSON 2. *Smoke a ropy tobacco.*
  - LESSON 3. *Enter cage puffing.*
- Phone for veterinarian.*

**A** LESS dramatic—but equally certain—way of turning lions (and lionesses) into playful lambs is to pack Sir Walter Raleigh into a well-kept pipe. Grouches turn to grins. Glares become glad-hands. Sir Walter Raleigh is an unusually soothing combination of mild Kentucky Burleys that has become a national favorite in no time at all. Kept fresh in gold foil. Try it! You've been looking for it longer than you realize.

Brown & Williamson Tobacco Corporation  
Louisville, Kentucky, Dept. K-41



**It's 15¢—AND IT'S MILD**

the new highway bridge over the Tombigbee River. Miss Lourline Page, daughter of Car Inspector Page, cut the ribbon for the opening of the bridge. Miss Page was chosen as Miss Amory last winter.

Riley E. Camp is the new agent at Pratt City since his job as car distributor in the trainmaster's office was abolished. We all hate to lose Mr. Camp, he has acted as car distributor twenty-four years and well loved by all his fellow employes, but we hope he will like his new position.

R. J. Sullivan, boiler inspector, and Mrs. Sullivan spent a few days in Springfield combining business and pleasure.

R. T. Hynson, dispatcher, and Mrs. Hynson spent several days in Little Rock attending the Eastern Star Meeting and celebrating their third wedding anniversary.

Johnny Sickles, from Memphis, is acting as clerk in the roadmaster's office, while this new position is under bulletin.

### BIRMINGHAM TERMINAL

NELLIE MCGOWEN, Reporter

The friends of O. T. Vessell, car inspector, were grieved to hear of his sudden death, which occurred on December 11th. Mr. Vessell committed suicide by shooting himself. Mrs. Vessell was attending a meeting of the WMU at the Methodist Church and found Mr. Vessell dead on her return home. Mr. Vessell is survived by his wife, mother and father, several sisters and brothers. Interment took place in Forest Hill Cemetery. Mr. Vessell will be greatly missed at East Thomas and sympathy is extended to the bereaved family.

Mrs. R. H. Lamm, wife of chief joint inspector, is still confined to the Baptist Hospital, where she underwent a very serious operation. Her friends wish for her a speedy recovery.

George Martin, switchman, wife and daughter, Lois, spent the Thanksgiving holidays with relatives in Nashville, Tenn.

J. C. Frazier, switchman, wife and children have returned from a very pleasant visit with relatives in Goldsboro, N. C.

Mrs. J. L. Overby and daughters, Gaynell and Sadie Maud, wife and daughters of switchman, spent several days in Atlanta recently.

Mrs. T. P. Kelly, wife of engineer, was called to Brewton, Ala., on November 28th account of the death of a relative.

Virgil Andrews, caller, and Mrs. Andrews, are the proud parents of a bouncing baby boy, born December 4th.

H. W. Venable, switchman, and son, visited Mrs. Venable over the week-end in Alto, Ga. Mrs. Venable is confined to the hospital at that point.

Wish all Frisco employes a very Prosperous New Year.

### LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

Mrs. Lelia Lenihan and B. S. Lillville have been on the sick list recently.

The largest parade ever witnessed in Memphis was the N. R. A.—Spirit of Christmas Parade, November 24, every kind of business being represented. The Frisco was well represented, most every employe from every department participating, and even though we had to stand in line three hours, we had fun.

T. E. Bagwell and family visited relatives in Townley and Carbon Hill, Ala., from November 16 to 26.

C. J. Andereck, assistant warehouse foreman, spent November 29 and 30 in Odin, Illinois with his mother.

Mr. and Mrs. W. A. Moore spent Thanksgiving Day in Steele, Missouri.

Mrs. J. T. Carrigan, wife of comptometer operator, visited relatives in Little Rock, Ark., December 1, 2 and 3.

Mrs. H. C. Fryar and son, H. C., Jr., family of abstract clerk, visited her sister in Plymouth, Mich., December 2 to 13. Harvey went as far as St. Louis with them.

A. W. Holmes, chief claim clerk, and family spent December 2 and 3 in Kut-tawa, Kentucky, with his grandmother.

Sorry to hear of the death of J. H. Norman's aunt, Mrs. Jane Hearn. Burial took place in Byhalla, Miss.

The Brotherhood of Railway Clerks' had an election December 4, T. W. Scruggs being elected president; H. C. Fryar, vice-president; B. C. Scruggs, secretary-treasurer; Mrs. Lelia Lenihan, recording secretary; A. A. Loeffel, chairman of Protective Committee; Gordon Robertson, chairman of Executive Committee; W. W. Humphrey, chaplain; J. T. Carrigan, inner and outer guard, and R. E. Fleming, sergeant-at-arms. Afterwards, Mrs. J. N. Coyle, sister of W. O. Farris—a member, acted as hostess to a very enjoyable entertainment.

J. B. Wright's brother from Texas visited him several days the first part of December.

Mrs. W. O. Farris, wife of assistant cashier, spent week-end of December 16 in Birmingham.

### PENSACOLA, FLORIDA

GERTRUDE BAZZELL, Reporter

We anticipate handling increased tonnage in and out of Pensacola in connection with the inauguration recently of the regular weekly coastwise service of the Bull SS Line between Pensacola, Panama City, Tampa, Fort Pierce, Florida and Port Newark, N. J., and Baltimore, Md.

Mrs. G. F. Manning, wife of chief clerk, traffic office, spent the Thanksgiving holidays with her daughter in Alexandria, La. She was accompanied by her two small daughters, Frances and Elaine.

Extra Clerk I. E. Rauscher, of Amory, Miss., now working in local office.

G. Walker, out of Mr. English's office, Springfield, was here December 12th and 13th.

### ENGINEERING, BRIDGE AND BUILDING, WATER SERVICE DEPARTMENTS—YALE, TENN.

CREATIE SICKLES, Reporter

Christmas will have come and gone before the next issue of the magazine. We hope each and every one have had the best Christmas and will enjoy the happiest of New Years.

C. E. Wheatley, storekeeper at Yale, spent Thanksgiving and a few days following at his home in Springfield. He advises he had a nice hunting trip while gone, but he failed to bring any of the 'game' back to show what a good hunter he was.

A very unfortunate accident occurred Sunday, December 10th. Mrs. C. M. Scott was knocked off her bicycle. We are glad to know that she is recovering nicely and will be able to be up and enjoy their Christmas tree.

The Frisco Buddies gave a dance at the Casino Ballroom on December 7th. A big crowd was in attendance and a good time was had by all.

Mr. Breedlove is the proud owner of a new brown Nash sedan. It is a pretty car and some of us almost envy those who have purchased new cars lately.

We wondered what was the occasion for the big smile on Mr. Morgan's face lately and found it was a big baby girl that had come to make her home with Mr. and Mrs. Morgan.

Tom Bell, colored helper at the store-

room, was off some two weeks account illness. Tom has now recovered sufficiently to return to work.

The Christmas—N. R. A. Parade held in Memphis recently was one of the biggest and prettiest parades held in the south. Many employes of the Frisco were in the parade.

### CENTRAL DIVISION

#### SUPERINTENDENT'S OFFICE FT. SMITH, ARK.

EARL E. DODD, Reporter

We had a big time at the dance and get-together meeting held at the U. C. T. Country Club by the Frisco Employes' Club. New officers for the club were elected to serve during the year of 1934. The new officers are Geo. Hinnant, president; Earl E. Dodd, vice-president and club reporter; Homer Dennis, secretary and treasurer. Monthly meetings on the first Monday of each month will be held as before.

J. E. Bradley and sons wish to express their appreciation for the many expressions of sympathy and flowers in the loss of their wife and mother.

Mrs. F. E. Brannaman, wife of chief clerk, has been ill for several weeks. We are glad to know she is home and on the road to recovery.

Jno. R. Dodd, boilermaker, made a business trip to Oklahoma, December 9. Geo. Shields and M. L. Sexton attended a meeting of the shop crafts at Springfield on December 13.

R. L. McConnell, engineer, is in the St. Louis hospital. Hope to see him back on the job soon.

Clarence Jefferies, machinist, is in the hospital in St. Louis, and we hope to see him home soon.

Mr. and Mrs. R. P. Manley and children, Eugene and Normabelle, spent a week-end in Joplin, visiting Mr. Manley's sister, Mrs. Bethel, and Engineer Sam Bethel. Mr. Manley is storekeeper at Fort Smith.

### TEXAS LINES

#### MECHANICAL AND STORES DEPT. FT. WORTH, TEXAS

E. A. PADGETT, Reporter

Several deaths have occurred since our last report to the magazine. The entire department joins in extending sincere and heartfelt sympathy to the following bereaved families: L. K. Spafford, general foreman, loss of a grandmother; A. T. Todd, storekeeper, loss of father, and L. M. McMahon, carman, death of a niece, Mrs. Pearl Finson, and an uncle, J. W. Mullens.

A wave of prosperity seems to have settled down in the car department. J. W. Foosee is driving a new Ford V-8 and Wm. Witt is at the wheel of a new Plymouth. We hope that wave is of the permanent variety.

Roy Thompson, boilermaker, is back at work and looking much better, after a week in the hospital.

J. R. Ferguson, engine inspector, is in Springfield at the present writing, attending the annual meeting of the shop crafts association. We are look-



ing forward to the splendid report he will make on his return.

**V. P. & G. S. OFFICE  
FT. WORTH, TEXAS**

MARY BESS SMITH, Reporter

The Frisco Railway joins the host of friends in mourning the passing of Ben. T. Scott, who for almost 50 years was engaged in railroad work. During his career, Mr. Scott was connected with almost every railroad in the state. From 1919 until his retirement in 1932, he served as joint city ticket agent for the Ft. Worth & Denver City and the Frisco. It was with the deepest regret, we learned of his death at his home here on December 15th. Mr. Scott was popularly known as "Dean of Ticket Agents" and was truly beloved by all who were associated with him.

We were very glad to have as guests of the Texas Lines, recently, Messrs. Kurn, Worman, Koontz and other executive officers, who made a trip over the railroad. Hope they will come oftener.

Account of the drouth in the stock shipping territory around Menard and Brady, a great deal of feed has been moving into that vicinity recently, working quite a hardship on the ranchers.

Glad to see Mr. Reed, our mail clerk, back on the job after suffering from a severe cold.

Miss Evelyn McQueen, our PBX operator, aside from being quite a vocalist, is equally adept with the paint brush. She has just completed three lovely oil paintings, and personally I don't see how she crowds in all the activities, she somehow manages to find time for.

James Grace, Sr., for the first time in 20 years will be able to enjoy the whole of Christmas Day with his family, as Christmas falls on Monday, his day off, this year. The Grace family plan a reunion on this occasion. Understand there will be around fifteen or twenty home for the Christmas dinner.

R. E. Evans and family spent Thanksgiving in Erath County. They reported a very pleasant and enjoyable trip, although they were disappointed that the squirrels had been there before them and had taken all the pecans.

Mr. and Mrs. Fred Perkins plan to spend Christmas with Mr. and Mrs. H. S. Peavy of Brownwood.

The writer is certainly looking forward to a joyous visit with family in Amarillo on Christmas Day and have my trusty snow shoes all ready for the occasion.

Without a doubt, the most successful and enjoyable dance the Frisco Employees' Club has sponsored was the one held at the Elks' Club, Saturday night, December 2nd. Am'sure it is covered

in detail in another part of the magazine. A particularly nice feature of the affair was it was so splendidly attended by the officials.

We regret very much the shooting accident which occurred Thanksgiving Day, of which Frank Hubert, Jr., was the victim. Understand Frank is improving and probably by the time this appears in the magazine he will have been moved home. He certainly has our sincere wishes for a speedy and complete recovery. We've been missing him around here.

Wish to extend our congratulations to Mr. and Mrs. R. R. Kington, of Brownwood, who, we understand, became the proud parents of a son on December 6th. Mr. Kington is cashier for the Frisco at that point.

By the time this goes to press, Christmas and New Year's will have come and gone, but we want to take this means of saying we sincerely hope everyone spent a very Merry Christmas and Happy New Year, and that 1934 will indeed be filled with Health, Happiness and Prosperity for all the Frisco Family.

**MECHANICAL DEPARTMENT  
SHERMAN, TEXAS**

D. R. ANDERSON, Reporter

A. L. Lawrence, veteran switchman at Sherman, passed away suddenly on November 20. Everyone was shocked at his sudden death.

James W. Ward, machinist, Sherman, who has been in the Frisco hospital at St. Louis for several months, was able to return home December 1. He is doing nicely and will soon return to work.

W. G. Hall, master mechanic, was forced to enter Wilson N. Jones' Hospital here on December 4. He is making excellent progress and expects to be back on the job in a few days.

Machinist Apprentice Forrest J. Dunham completed his apprenticeship on December 12. Understand he expects to go to Oklahoma for awhile.

If you have seen any stray horses running around loose, with saddle and bridle on, one of them might belong to Amzi Edmiston. Understand he has taken up horseback riding lately and the horses don't always "stay put".

Everyone seems to be planning a Merry Christmas and Happy New Year and, judging from the numerous passes being received, the Frisco gang at Sherman is figuring on taking in a lot of territory. Oh, well, the more territory we can cover, the more opportunity we have of getting plenty of eats.

B. B. Walker, division chairman, and Joe J. Bryan, local president, shop

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

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

Address.....

Employees of this Road will receive a special discount

crafts, have just returned from Springfield where they attended shop crafts meeting.

HAPPY NEW YEAR TO ALL!

**TRAFFIC DEPARTMENT  
FT. WORTH, TEX.**

CORYLYNE PLEDGE, Reporter

Thanksgiving over and Christmas right upon us—then the New Year, and if it continues to improve as this last one has, it is certainly going to be a Happy New Year.

Christmas shopping is better than it has been for about four years and the spirit seems to be contagious. More people on our streets than there have been in a long time, and, thanks to the PWA and CWA, most of them have jobs and warm clothing and a place to live and eat.

That Frisco Club dance at the Elks club hall certainly was a howling success. Everybody had a good time, and there was good music and plenty of room.

Mr. Steele has been down among the turkeys and came back with some pecans and eggs from off the line—guess they will go into that good ole fruit cake.

Mr. McFrancis has been busy setting out bulbs and flowers of all kinds and says his place is really going to bloom forth in the spring.

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**IN APPRECIATION**

Many contributions reach the desk of the editor of the Frisco Magazine, which are all gratefully received. Tips on long service records of employes or tips on employes whose service is unusual, are especially appreciated. It is impossible to print all the poetry which arrives, but as much of it as there is space for, is carried.

From Mrs. N. L. Wise, of Camp, Ark., Fulton County, comes the following poem. Mrs. Wise is not a Frisco employe and is not connected with Frisco Lines in any way, but has traveled over its smooth roadbed and through the country traversed by Frisco rails many times, and her appreciation is expressed in the following lines:

**Just Let Me Ride the Frisco**

Just let me ride the Frisco  
When I'm comin' back to you;  
I do not want an airship,  
Up in the lonesome blue.

But just a good train a-windin'  
Where the Ozark hilltops rise,  
And a summer sun a-shinin'  
Like a friend's smile from the skies.

Sweet William by the track-side,  
And the tall pines bendin' near,  
And through the little valleys  
The flash of rivers clear!

Oh, it's like some glorious picture,  
As the hills and vales unroll,  
And I view it with the glory  
Of homecomin' in my soul.

And my glad heart keeps a-singin'  
To the whisper of the wheels;  
We will meet again at twilight,  
When you hear the whippor-wills.

We will clasp again at twilight,  
In an Ozark cabin door,  
And we'll promise at that meeting,  
That our partings are all o'er.

**CONGRATULATIONS!**

By MARGUERITE FROSSARD

At last, Monett has a worthy and justified bid for fame! When three sportsmen go out into the wilds on a turkey hunt, and return home with three magnificent specimens of that game fowl—that, folks, should furnish headlines for the sport page!

The successful hunters are all Frisco employes: Roy C. Allen, boilermaker; Gilbert M. Williams, machinist, and L. A. "Happy" Taylor, switchman. They set out on December 1, for the region near Gainesville, Mo., where the celebrated Ozark hills make a

valiant effort to simulate real mountains. A native guide took them in hand, giving them valuable information pertaining to the innate habits and haunts of these wary birds, and at sundown on the second day, all had experienced the thrill of bringing down a prodigious sized gobbler, ranging in weight from seventeen to twenty pounds.

Thrilled? Excited? Happy? Well, what do you think?

**HAPPY NEW YEAR**

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