

THE FRISCO EMPLOYEES' MAGAZINE

Vol. XII

AUGUST, 1934

No. 8



A Peaceful Scene on Frisco Lines

R. H. CARR

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The FRISCO EMPLOYEES' MAGAZINE

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

MARTHA C. MOORE, *Editor*

Vol. XII

AUGUST, 1934

No. 8

CLUB WINS PRAISE

To W. H. Shedlebar, agent, Frisco Lines at Afton, Okla., from J. E. Smith of the City Drug Store, of Afton, dated July 17, 1934:

"Wish to call your attention to rapid handling given shipment of flavoring syrup from Kansas City, Mo.

"This order placed with Pennington Drug Company, Joplin, Mo., at 11:30 a. m., July 16th, and they in turn ordered out of Kansas City. Called your office and asked that tracer be placed in order to expedite movement. This at 2:10 p. m. and shipment unloaded by your drayman at our store at 8:30 a. m., July 17. Previous shipments moving via truck consumed nine days. I contribute this handling to personal interest of the employes and Frisco Employes' Club of Afton."

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.

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Western District Makes Report for First Six Months

REPORTS from a number of the stations on Frisco Lines show an increase in passenger travel. Offices at the various points on Frisco Lines hum with all the work the forces can get done in their allotted time. This report of increased or new business is indeed an encouraging note, but so far it has not meant a great percentage in the increased revenue to the Frisco or railroads in the Western district, due to the reduced passenger rate per mile.

However these fares have done much to bring both old and new patrons to rail travel, and the present reduced basis of railroad passenger fares in the Western district, which were made effective December 1, 1933, for an experimental period of six months and afterwards extended to September 30, 1934, were extended for a further experimental period of one year from their present termination date, or until September 30, 1935, at a meeting of the Western Association of Railway Executives in Chicago on July 9.

Facts and figures submitted at this meeting of July 9 proved to be the most comprehensive analysis yet made available of the results secured by these fare reductions.

These reduced fares include the continued complete elimination of the Pullman surcharge on the Western lines: a fare of 3 cents a mile for one-way tickets good in all classes of

equipment: a fare of 2.5 cents per mile in each direction for long-limit round-trip tickets good in all classes of equipment: a fare of 2 cents per mile for short-limit round-trip tickets. Good in all classes of equipment. For one-way tickets good in day coaches, 2 cents per mile and a fare of 1.8 cents per mile in each direction for short-limit round-trip tickets good in day coaches. The action taken July 9 will continue these same reduced fares in effect until September 30, 1935.

Increases of 33 per cent in the number of passengers carried by the Western railways in the first half of 1934, as compared with the same period last year, of 27 per cent in the number of passenger miles, and of 5 per cent in passenger revenues were shown in a report on the experimentally-reduced rail passenger fares in Western territory presented at the meeting here July 9. Accompanying these increases in passenger traffic and revenues, there was a reduction, according to the report, of approximately one per cent in the mileage run by passenger trains in the Western district.

In every month from January through June, 1934, substantial increases were shown over the corresponding month of 1933, both in the number of passengers carried by the Western railways and in the number of passenger miles. Passengers carried by the Western lines in January

Reduced Rates Continued for Another Year

totalled 1,963,000 in 1933 and 2,616,000 in 1934; in February, 1,941,000 in 1933 and 2,283,000 in 1934; in March, 1,721,000 in 1933 and 2,649,000 in 1934; in April, 1,977,000 in 1933 and 2,575,000 in 1934; in May, 2,074,000 in 1933 and 2,591,000 in 1934, and in June, 2,464,000 in 1933 and 3,399,000 in 1934. The six-month total of passengers carried by the Western railways was 12,140,000 in 1933 and 16,113,000 in 1934, an increase of 32.7 per cent.

Passenger miles likewise increased each month, in January, from 249 million in 1933 to 315 million in 1934; in February, from 223 million to 277 million; in March, from 193 million to 317 million; in April, from 225 million to 333 million; in May, from 275 million to 359 million, and in June, from 484 million to 495 million. Total passenger miles on the Western railways in the first half of the year thus increased from 1,650,000,000 in 1933 to 2,096,000,000 in 1934, a gain of 27.1 per cent.

Passenger revenues, however, did not show this same consistent gain over 1933, due to the substantial effect of the fare reductions. In the first six months of 1934 three months, March, April and May, showed increases in

(Now turn to Page 5, please)

PASSENGERS CARRIED AND REVENUE EARNED BY RAILROADS IN WESTERN DISTRICT—JANUARY TO JUNE, 1933, AS COMPARED TO SAME MONTHS, YEAR OF 1934

PASSENGERS CARRIED

	January	February	March	April	May	June
1934.....	2,616,000	2,283,000	2,649,000	2,575,000	2,591,000	3,399,000
1933.....	1,963,000	1,941,000	1,721,000	1,977,000	2,074,000	2,464,000
Total Passengers Carried Six Month Period.....				(1934)	16,113,000	
				(1933)	12,140,000	
					Increase—32.7%	

PASSENGER REVENUE

	January	February	March	April	May	June
1934.....	\$6,209,000	\$5,487,000	\$6,217,000	\$6,389,000	\$6,828,000	\$9,593,000
1933.....	6,548,000	5,745,000	5,080,000	5,370,000	6,158,000	9,990,000
Total Revenue Six Month Period.....				(1934)	\$40,724,000	
				(1933)	38,891,000	
					Increase—4.7%	

Clubs Report Splendid Work for First Six Months

IN THE face of many obstacles which might tend to dishearten them, members of the Frisco Employees' Clubs throughout the system have carried on their programs of solicitation, reporting for the first six months a total of 3,383 cars, 1,655 passengers and 5,081 LCL shipments secured through the personal efforts of members of the clubs. In numerous cases, this solicitation program has been carried on without meetings of the club members, which is all the more commendable.

Ten clubs have been added to the report since January 1, some of these re-organized and some of them organized for the first time. One of the largest new clubs is the Ozark Club, which takes its members from employees between Rogersville and Cabool, Mo., and whose president is V. O. Ballew, agent at Norwood, Mo. This club held meetings during the first six months at Mountain Grove, Seymour, Mansfield, Cabool and Fordland, inviting the merchants in these various towns to attend. The attendance has been between 150 and 500 at each meeting.

Frisco employees at Thayer, Mo.; Fayetteville, Ark.; Chaffee, Mo.; Salem, Mo.; Madill, Okla.; Birmingham, Ala.; Hayti, Mo.; Hugo and Ada, Okla., have met and re-organized clubs at these points, electing officers and holding regular meetings. The wives of the Frisco employees at Fayetteville, Ark., met recently and organized an auxiliary. Within the month this group of women turned in six tips on business which will be followed up and secured by the agent.

The Kansas City Sunnyland Club stands at the top in regard to having given the largest affairs since January, of any of the clubs. At three affairs, sponsored by this club, between January 25 and May 5, employees and guests attending the three numbered 12,500. The first event, a floor show and dance given at the El Torreon Ballroom, January 25, attracted 3,000 persons; a ball given at the Pla Mor Ballroom on March 15 attracted 6,500, and 3,000 attended the amateur contest and dance at the El Torreon Ballroom on May 4. T. C. Kehoe is the energetic president of this club and through the efforts of himself

and his membership, he is keeping the name of "Frisco Lines" before the citizens of Kansas City. Picnic plans are now in the making and this affair

Fifty Clubs Hold 176 Meetings First Six Months

RECORD OF BUSINESS SECURED

by the

Frisco Employees' Clubs

January, 1934—June, 1934

	Cars	Pass.	LCL	M't'gs
Afton, Okla.....	90	100	150	10
Arkansas City, Kans..	(No Record)	(Kept)		
Ada, Okla.....	24	61	4	2
Amory, Miss.....	12	20	50	None
Black Rock, Ark.....	(No Record)	(Kept)		
Blackwell, Okla.....	2	—	9	None
Birmingham, Ala.....	49	2	30	3
Birmingham, Ala., (Colored Club).....	(No Record)	(Kept)		
Cape Girardeau, Mo.....	13	27	37	3
Carbon Hill, Ala.....	(No Record)	(Kept)		
Clinton, Okla.....	10	6	28	2
Clinton, Mo.....	(No Record)	(Kept)		
Chaffee, Mo.....	16	62	132	3
Dacoma, Okla.....	(No Record)	(Kept)		
Dora, Ala.....	43	16	9	None
Ft. Scott, Kans.....	2	12	1	3
Ft. Smith, Ark.....	47	16	28	6
Ft. Worth, Tex.....	24	*245	19	8
Fayetteville, Ark.....	9	27	25	6
Hayti, Mo.....	300	4	—	7
Hugo, Okla.....	15	82	5	4
Hugo, Okla., (Colored Club).....	—	96	—	4
Joplin, Mo.....	26	32	760	6
Joplin, Mo., Ladies' Auxiliary.....	—	3	—	6
Jermyn, Tex.....	(No Record)	(Kept)		
Kansas City, Mo.....	794	40	326	4
Latham, Kans.....	5	3	3	0
Lawton, Okla.....	6	2	15	None
Lebanon, Mo.....	(No Record)	(Kept)		
Monett, Mo.....	78	104	1,739	9
Mountain Park, Okla.....	21	2	3	2
Madill, Okla.....	8	5	16	2
Memphis, Tenn.....	91	22	240	5
Norwood, Mo.....	(No Record)	(Kept)		
Newburg, Mo.....	14	5	—	6
Oklahoma City, Okla.....	61	17	102	5
Okmulgee, Okla.....	(No Record)	(Kept)		
Okmulgee, Okla., (Colored Club).....	2	70	—	20
Okeene, Okla.....	7	4	12	2
Pacific, Mo.....	3	4	—	None
Springfield Men's Club.....	676	114	795	4
Springfield Girls' Club.....	99	5	391	8
Sherman, Tex.....	190	6	1	4
St. Louis Colored Club.....	—	16	—	6
St. Louis Terminal Club.....	378	178	14	5
St. Louis Men's Club.....	34	5	1	4
St. Louis Girls' Club.....	19	10	—	6
Thomas, Okla.....	7	8	23	0
Thayer, Mo.....	78	100	75	5
Wichita, Kans.....	130	124	38	6
	3,383	1,655	5,081	176

*Prospective passengers reported on tips turned in by employees. No record as to number secured.

department with the club officials. J. R. Coulter, traffic manager, issues a report each month of business secured by members of the Sunnyland Club. Names of the employees turning in the tips, as well as the department in which each is employed, is listed. Tips turned in and carload, LCL and passenger business actually secured is totaled, and Mr. Coulter signs the report, giving the employees full and complete credit for their work.

It is indeed an ideal situation and one which the presidents of the various clubs at other points on the system might follow.

The Springfield Men's Club has had some outstanding meetings during the first six months, which included many joint meetings with the merchants and city officials of Springfield and surrounding towns. Approximately 5,000 persons attended the March 17 party sponsored by the Springfield clubs at the Shrine Mosque and the event was given publicity over the radio. This club, headed by J. E. Potts, is certainly on the job as to its solicitation program as well. A picnic recently sponsored by this club at Doling Park in Springfield, brought its share of advertising.

The Springfield Girls' Club works hand in hand with the Men's Club in all programs and one of the outstanding events sponsored by them was a play, "Gold in the Hills", which was taken to the surrounding towns and presented, after Springfield audiences had shown their appreciation of club talent.

The Wichita Air Capital Club and the Joplin Club have been unusually and commendably steady in calling meetings. The Wichita club members have had strictly business meetings, with a surprisingly number of reports of new business secured at each one, while the Joplin Club and Ladies' Auxiliary have a covered dish luncheon preceding each business meeting, thus combining the social and business meeting in a most pleasant way. This

also promises to be outstanding in every way.

Another interesting feature of the solicitation program of this club is the complete cooperation of the traffic

club has also been active in the solicitation of business, and its members have turned in many valuable tips where business was secured.

Members of the St. Louis Men's Club have been aroused to a fine solicitation program by their president, J. E. Nash, and the report of business turned in by them for the first six months of this year is greater than for any previous time. The St. Louis Girls' Club has also been active and has turned in more carload business than in any previous year.

Members of the Monett, Mo., club, while not in the habit of holding many business meetings, have sponsored an essay and poster contest among school children, the subject of both being the ship by rail campaign. This club led the rest in LCL shipments, having secured 1,739.

The St. Louis Terminal Club continues to be active although its members do not meet in regular business sessions. The Afton, Okla., Club has been particularly fortunate in interesting the merchants of that city in Frisco club affairs. In some instances as many as thirty merchants have attended a meeting, and employees and patrons alike have talked over problems of interest to both.

Members of the Memphis, Tenn., club call their working organization a Greater Traffic Committee and meet regularly each month to discuss new and old business. Short hauls, prospective business, and better service are three important items always brought up for discussion. Gordon Robertson is president of this committee.

The colored clubs of St. Louis, Mo., Hugo and Okmulgee, Okla., have been particularly active in their meetings and programs. Henry Thomas, president of the Hugo Club, has done some excellent work with his members; Thomas Henry, president of the St. Louis Club and his secretary, Willie Robinson, were instrumental in securing 16 tickets. St. Louis to Oklahoma City and return, and Murray Hill, president of the Okmulgee, Okla., club has held 20 meetings of his members and reports 2 carloads and 70 passengers secured through their efforts.

The high lights of the workings of several of the clubs on Frisco Lines have been discussed in the above story. It was impossible to take up the splendid work done by all of the clubs—clubs where members hold no meetings, yet they are turning in tips regularly and reporting business secured.

A letter enclosed with the report

from one of the club presidents is typical of the attitude. This president said: "There are no more loyal employees than at our station. They have made a splendid showing during the past six months and are continually on the job in the interest of Frisco Lines."

J. W. SKAGGS DIES

The sudden death, July 13, of J. W. Skaggs, was a great shock to all of his associates. He was apparently in the best of health when he left the office at closing time, but at 7:30 p. m. he suffered a stroke which took his life almost immediately. He was riding with his family on Highway No. 40, when he was stricken. Becoming ill, he stopped in the Airplane Tavern near Victory Junction, where he died in a short time.

Mr. Skaggs was widely known in Masonic Circles, having been a member of the Scottish Rite Lodge and holding various offices in that lodge. He had been with the Frisco 28 years, and Superintendent of Terminals at Kansas City since 1929. He will be missed by his many Frisco friends and associates.

WESTERN DISTRICT MAKES REPORT

(Continued from Page 3)

passenger revenues over the corresponding months of 1933, and the remaining three months showed reductions. Passenger revenues of the Western lines in January were \$6,548,000 in 1933 and \$6,209,000 in 1934; in February, \$5,745,000 in 1933 and \$5,487,000 in 1934; in March, \$5,080,000 in 1933 and \$6,217,000 in 1934; in April, \$5,370,000 in 1933 and \$6,389,000 in 1934; in May, \$6,158,000 in 1933 and \$6,828,000 in 1934, and in June, \$9,990,000 in 1933 and \$9,593,000 in 1934. For the six-month period passenger revenues of the Western lines totaled \$38,891,000 in 1933 and \$40,724,000 in 1934, a gain of 4.7 per cent.

The report presented July 9 contained the most detailed summary yet made of the composition of the passenger traffic of the Western railways in the period from December 1, 1933, to May 31, 1934. In that period 422,409 one-way first-class passenger tickets were sold by the Western lines, yielding a gross passenger revenue of \$4,900,331. There were 664 scrip books sold and 53,626 exchange passage tickets issued on

scrip books, the revenue from these sources amounting to \$575,044. One-way coach and intermediate-class tickets sold at the rate of two cents per mile totaled 5,080,935, and produced revenue of \$11,850,978.

Special coach or other one-way tickets sold at a rate of less than two cents a mile numbered 22,921 and amounted to \$216,952 in gross revenue. Round-trip 10-day coach and intermediate-class tickets sold at a reduction of 10 per cent totaled 1,024,288 and produced \$2,644,394 in revenue. First-class, round-trip, 10-day limit tickets on the general basis of two cents per mile in each direction amounted to 541,772 in number and to \$5,669,461 in revenue.

The number of first-class, round-trip tickets with a 6-month return limit was 28,353 and the gross revenue \$700,638. There were 24,238 all-year excursion, 18,076 winter excursion and 18,250 summer excursion tickets, producing, respectively, passenger revenues of \$2,287,552, of \$639,761, and of \$945,054. All other round-trip tickets numbered 908,139 and yielded gross revenues of \$4,292,190.

M. OF W. MEN MAKE RECORD

W. A. Schubert, roadmaster on the Southwestern division, with headquarters at Oklahoma City, commends the foremen and laborers under his supervision for their interest in soliciting business for Frisco Lines. Eight of these men secured 18 passengers and two LCL shipments, the latter weighing 46,196 pounds.

The names of the men who solicited this business are quoted below:

Fred Murphy, foreman, Lather, Okla., four passengers, two LCL shipments, weighing 46,196 pounds; Roy Estes, foreman, Davenport, four passengers; Esker Howell, colored section laborer, Sapulpa, two passengers; Oskar Green, foreman, Lather, one passenger; Earnest Eidson, laborer, Jones, two passengers; W. Baker, laborer, Jones, two passengers; Cecil Holdaway, laborer, Davenport, two passengers and F. Owens, foreman, Jones, one passenger.

Mr. Schubert feels this is an excellent report and asks the men to continue this work and believes that the next report will include the names of more of the men under his supervision.

The interest of these maintenance of way men in soliciting and securing this business is indeed commendable and indicates a fine spirit of loyalty to the road for which they work.

Wm. Balke Serves at Clinton, Mo., for 39 Years

WM. BALKE, roundhouse foreman at Clinton, Mo., could never be called a "boomer" railroader. Not when one is informed that he has been located at the Clinton, Mo., roundhouse for thirty-nine years. He has four and a half more years to serve the Frisco before his retirement and there is little doubt but what he will finish his service with the Frisco there.

There is little history of the old Frisco, especially around Clinton, that this veteran cannot tell you, for he came to the old Blair Line (now the High Line) September 1, 1894. He had served his apprenticeship on the Wabash Railway at Moberly, Mo., and learned that the Blair Line wanted four machinists and two boilermakers at Clinton. Mr. Balke was one of the boilermakers applying for a position and he went to work on September 3, 1894.

At that time the old Blair Line had eleven locomotives, and about three or four of them had diamond smoke stacks. All of the locomotives were badly mud burnt, so Mr. Balke relates, due to poor facilities for washing boilers. Mr. Balke decided he would work a week on his new job and then try for something better, as the pay was only 25c an hour.

But somehow or other he changed his mind and stayed. About a year later he succeeded in convincing B. S. Jossilen, general manager of the Blair Line, that the diamond smoke stacks should be removed. Accordingly Mr. Balke ordered sheets for the smoke box and when they arrived he laid them off, and, account of not having any rolls to form the sheets, took them to Kansas City on the plug run out of Clinton in the morning and returned with them the same day. He also removed several back flue sheets and applied half side sheets, which was all hand work and real hard work.

Still the rate for boilermakers was 25c an hour, and so Mr. Balke decided to approach Mr. Jossilen again for a raise. He not only got his pay increased, but the pay of all the mechanics as well. From then on things moved smoothly.

In January, 1898, it was rumored that the Frisco Railway was going to take over the Blair Line in March, 1898. J. W. Geary, Jossilen's right hand man, told Mr. Balke that he was

in line for the position of master mechanic, which he accepted in January, 1898, at the salary of \$100.00 a month. However, the Frisco did not take over this line until September, 1898. At that time the pay of engine and trainmen was approximately \$45.00 a month.

He finds it extremely interesting to compare the days of railroading in 1898 with the modern methods, as well as the equipment, wages, etc. The equipment in those days was light, and the track was often damaged because of heavy rains. At the time the Frisco took over the Blair Line there were several trains run from Springfield to Clinton, a night passenger run from Springfield to Kansas City and the same from Kansas City to Springfield. A plug run between Clinton and Kansas City made the round trip each day, and there was also a passenger run, Nos. 20 and 21, which are the only trains running at this time. There was also a local daily each way out of Clinton and a through freight run, Springfield to Kansas City and Kansas City to Springfield.

In those days business was excellent, trains were crowded and the Frisco took in much revenue from its passenger and freight business. The line was later extended from Osceola to Bolivar.

In the years of 1915-1916, Mr. Balke had charge of both roundhouses in Clinton. One was the Frisco and the other the KCC&S Railway. They were about two miles apart and at that time there were approximately eighty men, including shop and enginemen, under his jurisdiction. The work was too heavy for one man, so in 1917 a foreman was placed in charge of the KCC&S roundhouse.

During the thirty-nine years' service of this veteran, he has served under four master mechanics, namely: F. A. McArthur, A. S. Abbott, J. L. Harvey and John Forster; seven superintendents of motive power: J. R. Groves, Geo. A. Hancock, C. C. Higgins, P. T. Dunlop, H. L. Worman, J. W. Surles and F. G. Lister; as well as nine superintendents: A. O'Hara, J. F. Sims, C. T. Mason, J. V. Taylor, F. H. Shaffer, E. L. Magers, J. A. Moran, M. M. Sisson and T. B. Coppage.

Thirty-nine years ago the Blair Line employed about seventy-five men

Looks to Retirement Days With Pleasure and Regret

at Clinton, including shop, train and enginemen, but there are only a few of the ones first employed still left in the ranks. Mr. Balke can name M. H. Evans, C. M. Shaw and D. B. Ambrose, engineers; Sam Dodson, E. P. Wirth and M. L. Rissell, conductors, and Geo. Tavner, agent at Harrisonville, Mo. Five of the old timers of Clinton are on the pension roll and include, J. W. Geary, Mike Mahan, Jim Whitworth, Fred Shephard and John Siberts.

On September 25, 1895, Mr. Balke went to St. Louis where he married Jossie McAulliffe. They have lived in Clinton, Mo., during their entire married life. The Balkes have two children, and Mr. Balke expresses his gratitude for his long service with Frisco Lines, which he says has given the family a good living and enabled him to educate his two children.

He has been in railroad service for a long period and is particularly proud of the fact that in the handling of all line trouble on the old Blair Line (which it was his duty to take care of) he has never had a man under his supervision injured.

There are not many plans made yet for retirement days. After serving for thirty-nine years it is hard to believe that there are days coming, in just a few years, when he can get out of the harness and pursue his favorite hobby. And so he anticipates that time with pleasure and yet a touch of regret, but one may be assured that his rest has been well earned.

CONGRATULATIONS

F. M. Beaty, agent at Eldridge, Ala., received a letter of appreciation from T. H. Banister, traffic manager at Birmingham, Ala., for his solicitation and sale of five tickets, Birmingham to Chicago and return, via Memphis and the IC.

The party had at first planned to drive to Birmingham, but through Mr. Beaty's efforts, used the train.

Platt National Park, a Real Playground for Oklahomans

PLATT NATIONAL PARK in southern Oklahoma shares with Hot Springs National Park in Arkansas the distinction of having been set aside because of the mineral properties of the water. They were reserved by the national government to make the waters available without exploitation to all classes of visitors. Though many persons go to Platt to drink its healing waters, others are drawn by its recreational and scenic attractions.

The park is adjacent to the City of Sulphur, on Frisco Lines, and comprises 844 acres. It is understood that 500 more acres are being purchased and a dam will be built for a lake.

There are thirty-two springs of major importance and several minor ones. Eighteen may be broadly classed as sulphur, six as fresh water, four as iron and three as bromide springs.

The waters of the springs are for the equable use of all visitors, but they should be taken extensively **ONLY** on the advice of competent physicians. The National Park Service facilitates the usefulness of the springs only by protecting and maintaining them according to the best possible standards. There are no provisions in the park or at the town of Sulphur for free consultation of physicians or treatment of the sick.

It is not definitely known when the spring waters were first used for curative purposes. Tradition has it that the waters were known to the Indians, and that for many decades before the coming of the white man, the creek banks were dotted with the tepees of the Indians who came to drink the waters at certain seasons of the year. It is further recorded that white men first learned of the springs from the Indians. The summit of Bromide Hill was known to them as "Council Rock" and from there signal fires flashed messages to distant points. Whether these legends are true or not, the area now included in the park was for years, and still continues to be, a favorite camping ground and meeting place for the Indians. The abundance of water in a comparatively arid area also attracted numbers of wild animals and gave the region a reputation as a hunting ground. Traces of this linger in the naming of the principal springs after the antelope and buffalo.

In the eastern end of the park, along Travertine Creek, are two natural springs, named Buffalo and Antelope, of considerable volume, flowing over 5,000,000 gallons per day of pure natural water. It is said that these were named from the herds of antelope and buffalo from the surrounding prairies which formerly came there to drink.

Buffalo Springs boils through a bed of sand in a most interesting manner. An extensive development of the adjacent area has been undertaken by the National Park Service, so that it now includes a natural stone basin for the spring, a barbecue pit and ample parking space, and picnic grounds.

This story of Platt National Park, describing its springs, scenic beauty and natural resources, was taken from a folder issued by Harold L. Ickes, secretary National Park Service, United States Department of the Interior. This park is one of the most beautiful in Oklahoma and draws its share of visitors and vacationists each year.

—Editor's Note.

Antelope Springs, a short distance away, bursts from a group of conglomerate rocks in the hillside. This spring flows at the rate of 2,000 gallons per minute and is probably the most popular spring in the park.

No one knows definitely who was the first white man to view the region, but it is regarded as fairly certain that Thomas Nuttall, the famous botanist, was there in 1819 on his memorable trip from Ft. Smith, Ark.

Platt National Park is located within the holdings of the Choctaw Nation of the old Indian Territory, established in 1832, and the greater part of the area was purchased from the Indians when the Sulphur Springs Reservation was established in 1902. On June 29, 1906, the name was changed to Platt National Park in honor of Orville Hitchcock Platt, Senator from Connecticut for 26 years, who was distinguished for his service to the red man as a member of the Committee on Indian Affairs.

Visitors to Platt National Park have an opportunity to see bison and

Swimming, Fishing and Camping Lure Vacationists

elk and occasionally deer. The raccoon, opossum, skunk and cotton tail rabbit are common. Bird lovers will find many feathered favorites in the park at all seasons, and the plant life of the park is varied and interesting, because this section of the country is a meeting place of various plant groups. In addition to the familiar eastern and northern hardwoods there are many distinctly southern trees and desert plants, including yucca.

Platt Park has been developed for the fullest enjoyment of its visitors. A carefully planned trail leads from the summit of Bromide Hill to Buffalo Springs, a distance of four miles. Other trails, carefully laid out, lead to all points of interest.

The streams of the park are well stocked with fish. In Travertine Creek there are rainbow trout, crappie and blue gill, and perch are plentiful in Rock Creek.

Free camp grounds with water, lights and sanitary facilities are maintained at three places within the park; Cold Springs, Central Camp Grounds and Bromide Springs. A nine-hole golf course has been developed within the park and is administered by the Platt National Park Golf Club. There is also a double tennis court with asphalt surface. Swimming and wading are allowed along Travertine Creek and there are several swimming pools with bath houses and showers in the town of Sulphur.

The town of Sulphur is immediately adjacent to the park and forms practically the entire northern boundary. Sulphur has a population of more than 4,000 and is governed under the laws of Oklahoma and by city ordinance. Platt National Park is maintained by the National Park Service of the Department of the Interior, under the direction of Wm. E. Branch, superintendent.

Although the principal season for visitors is during the summer months, the park is open throughout the year. Because of the streams and abundant shade, the park area is noticeably cooler than the surrounding country in summer. The fall and spring months are delightful, and the winters are usually mild and open.

LETTERS OF PRAISE

From J. S. Cummings, secretary, Southwestern Petroleum Company, Ft. Worth, Tex., to J. L. McCormack, superintendent, F. L. & D. Claims, Springfield, Mo.:

"Recently we had on hand, in the depot at Caruthersville, a shipment which was refused by a customer, due to the fact of a misunderstanding in regard to the contract agreement with our house.

"We are taking this means of addressing you in your official supervisory capacity of claim agent of the Frisco Railway to point to you the splendid service and assistance rendered by your good agent, F. H. Blomeyer at Caruthersville in the handling of this shipment.

"Mr. Blomeyer, without casting any reflections on the railway company or its policies very efficiently and courteously handled the matter in such a diplomatic form of procedure as to effect a reconciliation between shipper and consignee, helping us get the shipment delivered and retaining the customer's friendly business relationship.

"Quite naturally we feel Mr. Blomeyer's help and loyalty to the lines that he worthily represents should be commended, and we take this means of expressing to you our gratitude for his service, and if you can see fit to write him a letter on the part of the railway company, commending him also, we believe it would be appropriate.

"Certainly hope that we may have occasion to route a considerable volume of business over your lines in the future."

From C. J. Payton, T. M., of the Sinclair Prairie Oil Company, Tulsa, Okla., to J. E. Payne, T. M., Frisco Lines, Tulsa:

"Recently Mrs. Allen Whiteside, the wife of one of our executives and her mother, Mrs. J. B. Brown, made a trip from Tulsa to Battle Creek, Mich. I requested your local passenger representative to have these ladies met at St. Louis and Chicago, as Mrs. Brown was going to Battle Creek for a rest cure. Mrs. Brown is not enjoying the best of health, also she is getting up in years and I thought that, in all probability, Mrs. Whiteside would need some little assistance at the terminals indicated above.

"Mrs. Whiteside returned to Tulsa this morning, leaving her mother in Battle Creek, and she is so highly appreciative of the many courtesies and the superior service rendered on this trip that I think it no more than right to the carriers involved to pass along her most complimentary sentiments.

"Mrs. Whiteside was met at St. Louis and Chicago by representatives of the carriers both on her trip to Battle Creek and her return to Tulsa, and she asked me to convey to you her deep appreciation of the courtesies, and at the same time to say that the dining service and meals on the Frisco and Michigan Central were comparable with any that she has received on any railroad.

"I want to add to the above, my personal appreciation for the courtesies and service extended to these two ladies."

Frisco Employees' Hospital Association

Receipts and Disbursements after March 31, 1934, through June 30, 1934

Balance brought forward from March 31, 1934.....\$39,353.01

RECEIPTS:

From assessments on members.....	\$43,261.85	
" interest on securities in Treasury.....	2,694.36	
" donation by Trustees, St. L.-S. F. Ry. Co., Dbtr.....	162.51	
" sundry accounts collectible.....	338.74	46,957.46
" proceeds at maturity, May 1, 1934, of \$8,000 Chesapeake & Ohio Ry. Co. 4½% Equipt. Trust Certificates, Series of 1930.....	\$ 8,000.00	8,000.00
		<u>\$94,320.47</u>

DISBURSEMENTS:

For payrolls.....	\$23,819.37	
" professional, ordinary and emergency services.....	8,945.05	
" labor, material and supplies.....	3,134.00	
" provisions.....	3,967.15	
" drugs.....	4,486.30	
" light, water, ice, gas, fuel and telephones.....	2,080.09	
" all other expenses.....	1,124.25	\$47,556.21
" \$20,000, face amount, U. S. 3¼% Treasury Bonds, due April 15, 1944-46, purchased April 16, 1934, at 101.30/32.....	\$20,367.50	
" \$10,000, face amount, U. S. 3¼% Treasury Bonds, due April 15, 1944-46, purchased May 23, 1934, at 102.16/32.....	\$10,250.00	
Interest, 38 days at 3¼%.....	33.40	10,283.40
		<u>39,670.90</u>

Balance June 30, 1934, P. M., at:
First National Bank, St. Louis, Mo.....* 16,092.36\$94,320.47

* Subject to \$573.23 of pay-drafts and vouchers outstanding at close of business June 30, 1934.

THE ASSOCIATION OWNS:

	Par Value
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-D (matured January 15, 1934) unpaid.....	\$ 5,000.00
Kansas City, Memphis and Birmingham R. R. Co. General Mortgage 4% Bonds (matured March 1, 1934) unpaid.....	7,000.00
Kansas City, Memphis and Birmingham Railroad Company 5% Assented Income Bonds (matured March 1, 1934) unpaid.....	35,000.00
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co. 6% Secured Notes (mature Aug. 1, 1934).....	1,500.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
Seaboard Air Line Ry. 5½% Receivers' Certificates of Indebtedness, Series "BB" (First Series due February 1, 1935).....	6,000.00
City of Tulsa, Okla., 4½% Street Improvement Bonds of 1927 (mature Aug. 1, 1935).....	18,000.00
The New York, Chicago and St. Louis Railroad Co. Equipment Trust of 1924 5% Gold Certificates, Series L (mature March 1, 1936).....	3,000.00
Consolidated Electric & Gas Co. Five-year 6% Secured Gold Notes (mature Aug. 1, 1937).....	5,000.00
The Chicago, Rock Island and Pacific Railway Co. Equipment Trust of 1923 5% Serial Trust Certificates, Series L (mature June 1, 1938).....	2,000.00
U. S. 3¾% Treasury Bonds (mature June 15, 1940-1948).....	55,000.00
U. S. 3¾% Treasury Bonds (mature April 15, 1944-1946).....	30,000.00
U. S. First Liberty Loan (Converted) 4¼% Bonds (mature June 15, 1947).....	15,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Prior Lien Mortgage 4% Bonds, Series A (mature July 1, 1950).....	19,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Prior Lien Mortgage 5% Gold Bonds, Series B (mature July 1, 1950).....	11,000.00
American Telephone & Telegraph Thirty-five Year 5% Gold Debenture Bonds (mature Feb. 1, 1965).....	5,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Consol. Mortgage 4¼% Gold Bonds Series A (mature March 1, 1978).....	25,000.00
Commonwealth Edison Company First Mortgage 4% Gold Bonds, Series F (mature March 1, 1981).....	10,000.00
Pennsylvania Power & Light Company First Mortgage 4¼% Gold Bonds (mature April 1, 1981).....	4,000.00
New York Central Rd. Co. Refunding and Improvement Mortgage 4¼% Gold Bonds, Series A (mature Oct. 1, 2013).....	5,000.00
(As at close June 30, 1934).....	<u>\$271,500.00</u>

St. Louis, Mo., July 2, 1934.

L. O. WILLIAMS,
Treasurer.

FILL OUT THE
QUESTIONNAIRE ON PAGE
14 AND MAIL IT TODAY

"Dear, dear, you mustn't play with daddy's razor, baby. Mother has a can of peaches to open."

"I think she's as pretty as she can be."

"Most girls are."

MERITORIOUS SERVICE

CENTRAL DIVISION

June 8—H. H. Taylor, engineer, and E. L. Fletcher, fireman on train No. 709, found a loose tire on engine 1048. They moved the engine to the roundhouse where they secured relief engine with a minimum delay to No. 709. For their interest in the on-time movement of their train, their records were credited with 5 merit marks each.

WESTERN DIVISION

June—J. B. Vasilopus, section foreman, Winfield, Kans., discovered brake rod dragging, train 633 in the vicinity of MP K-499-25 poles. He stopped train and assisted train crew in removing the rod, for which he was commended.

SOUTHWESTERN DIVISION

June 16—C. W. Webster, telegrapher, Henryetta, Okla., discovered brake beam dragging on NATX 5906 while train 530 was passing Henryetta. He flagged the train and defects were repaired. His record was credited with five merit marks.

July 9—Roy Estes, section foreman, Davenport; Oscar Green, section foreman, Luther, and Ernest Eidson, section foreman, Jones, each received a letter of appreciation from their superintendent, C. T. Mason, for their efforts in soliciting and securing passenger business for Frisco Lines.

June 25—J. P. Weldon, yard clerk, West Tulsa, discovered URT 95192 empty refrigerator, received Tulsa from the Western division in train 644, listed and home routed to St. Louis. He discovered the error and made proper home route, moving car to Kansas City. His personal record was credited with five merit marks.

June 7—A. E. McCans, agent-telegrapher, Stroud, Okla.; while train 431 was leaving Stroud observed car of pipe with load shifted and promptly notified crew at the next station. His record was credited with five merit marks.

July 11—C. J. Smith, switchman, Oklahoma City, discovered broken arch bar NATX 1335 and empty tank in train 436 at Oklahoma City, July 11, and reported it to the engine foreman who placed it on the repair track. His record was credited with five merit marks.

July 12—B. H. Terry, brakeman, West Tulsa, while inspecting No. 533 at Henryetta found NWX 14817 with broken channel board. His record was credited with five merit marks.

July 10—A. B. Coley, yard clerk, West Tulsa, Okla., discovered that the Santa Fe interchanged and delivered to us at West Tulsa, on July 10, SF 25611 as an empty box car, when it was a load and should have moved to Henryetta. His personal record was credited with five merit marks, for his alertness and attention.

July 13—Willis Baker and Ernest Eidson, section laborers, both of Jones, Okla., received a letter of commendation from C. T. Mason, superintendent, upon their interest in soliciting and securing passenger business for Frisco Lines.

July 11—Roy Estes, section foreman, Davenport, secured passenger via Frisco Lines, Davenport to Oklahoma City. Appreciation of the interest shown by him was expressed in a letter to him from C. T. Mason, superintendent, which was placed on his personal record file.

RIVER DIVISION

June 7—J. R. Johnson, conductor, Chaffee, Mo., discovered 10 inches of rim broken off wheel on B. & O. car 27451, empty, while inspecting train 832 at Crystal City, May 29. He was commended for his close inspection.

June 7—C. Stroud, conductor; W. H. Margrabe, engineer, and A. H. Steck, brakeman, took motor car and cleared track of cars which were liable to be damaged by a fire at Risco, Mo., on June 1. The record of each man was credited with ten merit marks.

June 16—O. Kerfoot, agent, Pochontas, Ark., paid for an announcement from his own personal funds to be run at the Arcade Theatre, Pochontas, regarding the new railroad rates on livestock to St. Louis. He was given a letter of commendation by J. S. McMillan, superintendent.

SOUTHERN DIVISION

June 7—F. L. Powell, engineer, while off duty and enroute home from work in passing over Arkadelphia Road crossing while engine 950 was switching over crossing, noticed flange was broken on lead wheel of tank of engine. He notified the engineer and engine was taken to the roundhouse. His record was credited with ten merit marks.

June 17—Zonroe C. Adams, brakeman, Thayer, Mo., was on train 135, engine 4216 when stoker failed. He assisted in hand firing the locomotive into Thayer. A letter of commendation was placed on his personal record file.

AGENCY CHANGES

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

Walter L. Woods, Norge, Okla., June 17; Neville A. Collins, Luther, Okla., June 17; Charles M. Lane, Phenix, Mo., June 18; Stephen S. Penrod, Puxico, Mo., June 20; Stephen S. Penrod, Mingo, Mo., June 20 (Mingo-Puxico dual agency. Both stations handled by same agent). Alexander E. Payer, Poplar Bluff, Mo., June 21; Mrs. Lucille E. Stockey, Foyil, Okla., June 24; Charles M. Neal, Ritchey, Mo., June 25; George W. Carlisle, Campbell, Mo., June 25; Gilbert Short, Mountain View, Mo., June 28; Welton J. Pinkley, Neelys, Mo., June 28; Benjamin R. Hargrove, Clarkton, Mo., June 29; Carl L. Davidson, Ritchey, Mo., June 30; Gladden E. Todd, Hickory Flat, Miss., June 30; Willard O. Powe, Grubbs, Ark., July 1; John Potter, Aldrich, Mo., July 2; Walter R. Norrid, Brownwood, Mo., July 2; Mrs. Della Snyder, Crescent, Mo., July 2; William M. Bates, Lake City, Ark., July 2.

Fred A. McClaren, Schuler, Okla., July 10; William L. Butler, Bay, Ark., July 12; William H. Easton, Cache, Okla., July 14; Charles S. Nichols, Okeene, Okla., July 16; Gilbert Short, Senath, Mo., July 16.

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

Stephen B. Nichols, Cache, Okla., June 28; Charles P. Barron, Grandin, Mo., June 29; Clyde F. Bates, Holdenville, Okla., June 29; Arthur L. Nettles, Magnolia, Ala., June 29; Elijah A. Osborne, Portia, Ark., June 30; Clarence B. King, Arbyrd, Mo., June 20; Carl J. Carlisle, Cache, Okla., June 19; James E. Wimberley, Brownwood, Mo., June 16.

OUR FAME TRAVELS

Requests often come to the publicity department for a history of the Frisco Railroad; for photographs of locomotives, and for historical data from various parts of the United States and abroad. Countless requests for photographs of Frisco locomotives have come from Africa, China, Germany and other foreign countries, but the latest and one of the most interesting was from E. C. Mitchell, of North Perth, W. A. Australia, who requested a Frisco timetable folder.

The request was addressed to passenger traffic agent at Memphis, Tenn., and the folder was forwarded to Mr. Mitchell by R. E. Buchanan.

AMBASSADOR DANIELS USES FRISCO



The Honorable Josephus Daniels, Ambassador to Mexico, was an honored patron of Frisco Lines, when he used train 106 out of Birmingham, Ala., July 29, en route to Memphis, Tenn., thence San Antonio, Tex.

RAIL CREDIT BODIES HAVE REPAID 22%

Twenty-two per cent of the fund created by pooling the proceeds of the emergency freight rates through March 31, 1933, had been repaid to the participating carriers up to July 1, The Railroad Credit Corporation has reported to the Interstate Commerce Commission.

In a letter addressed to participating carriers and accompanying the report, E. G. Buckland, President of the Corporation, stated that the repayments which total \$16,234,868, have been made to the participating carriers in eight liquidating distributions. Of that amount, \$7,014,534 was in cash and \$9,220,334 in credits. The last repayment was made on June 30 and amounted to \$2,196,635 or 3 per cent.

The pooled fund produced a net of \$73,745,087, but due to the distributions and other credits that have been made, the balance due participating carriers has been reduced to \$57,466,130.

The Corporation's cash receipts in June totaled \$1,001,200, which included \$856,117 paid in reduction of loans, \$145,050 as interest on loans, and the balance from miscellaneous sources.

CONGRATULATIONS!

C. C. Kratky, assistant to H. L. Worman, and Mrs. Kratky announce the arrival of a seven-pound baby girl at 1:20 p. m., July 25th.

Mother and baby are doing nicely. The young Miss has been named Patricia Ann.

1934—Important Conventions—1935

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

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

1934 MEETINGS

United Spanish War Veterans.....	Pittsburgh, Pa.	August 19-23
Nat'l Baptist Convention (Col.)		
Unincorporated	Muskogee, Okla.	Sept. 5-10
Nat'l Baptist Convention (Col.)		
Incorporated	Oklahoma City, Okla.....	Sept. 6
American Legion	Miami, Fla.	Oct. 22-25
American Bankers Assn.....	Washington, D. C.....	October 22-25
American Petroleum Institute.....	Dallas, Texas	Nov. 12-15
Order Eastern Star Grand Chapter.....	Miami, Fla.	Nov. 18
Southern Medical Association.....	Dallas, Texas.....	November

1935 MEETINGS

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

STRESS SAFETY!

Personal injuries for the month of June have greatly exceeded any month in the last three years. The analysis and investigation indicates that at least 98 per cent of all these cases were preventable.

C. H. Baltzell, director of accident prevention, has picked out a few of the most glaring cases, which are reported as follows:

Extra gang laborer had his big toe mashed, run over by wheel of push car removing from track.

B&B painter using blow torch burning paint from building, NOT USING GOGGLES, injured his eyes.

Welder helper grinding joints, necessary to change wheel on grinder; started crank machine to start; handle flew out of his hand; handle struck man over eye. Result, severe cut and will lose two months.

Switch engine foreman using ten foot back up hose from top of high car. In coming down the side ladder with this hose, slipped and fell to ground. He injured his foot and it was bad enough to be a reportable case.

Section laborer piling old ties ready to burn; one tie fell off the pile; man undertook to handle alone; foreman called to him to let it alone till he could get another man to help. He paid no attention to instructions and tried to handle alone. He got piece of splinter in finger, lost balance and fell, caught hand between tie and rock and mashed finger. Will lose two weeks.

Trucker loading empty oil drums into box car; drum slipped and struck the man's foot. Hospital case.

Laborer in cleaning up grounds stepped on rusty nail protruding from board. Doctor gave quick attention, danger of lock jaw.

Engineer stepping down from engine after oiling around, misjudged distance; fell and sprained knee, lost three weeks.

There were 55 track men injured in June. It is apparent that every effort will have to be made to stop these accidents which are due to carelessness.

**WILL YOU DO YOUR PART TO
WORK WITH SAFETY?**

Your Highway Is My Right-of-Way

IN ONE of our southern cities there is a food and fresh vegetable jobber, who has built up a substantial and honorable business, employs a lot of people, gives valuable service, is highly respected. Not long since, he wired a number of places for a supply of vegetables that had become locally scarce, and which his customers wanted. A few days later a man walked into his office and offered him two carloads of the fresh vegetables he wanted, at a very reasonable price. He grabbed up the offer—and found that the goods were already at his door—in trucks. He thought it was a splendid proposition, and rejoiced that he could supply his trade. But he was all wrong! He was stuck!

He called upon his trade and found that all of them had **ALREADY BEEN SUPPLIED BY THE SAME MAN HE HAD BOUGHT FROM.** The man went to the customers first—then to the jobber with what he had left. And the jobber got stuck; his trade was all loaded. Some of them got their vegetables for a little less than he paid—the truckman cut the price. None of them paid more than

the jobber. Mr. Dealer, get this thought—if you permit the truck to roll up to your door and deliver your goods, it won't be long until trucks will come rolling up and deliver goods to your customers. Why not? If it is as easy as all that, he will see no reason for paying you your profit, particularly when, in the the newspapers and over the air, he reads and hears the offerings of those who would send their trucks to HIM as easily as to YOU—for a very low price.

Debate it as you may, and controvert it as you will, the day is at hand when dealers will learn THIS lesson: that the man who opens the gate and throws down the bars to encourage the trucking of goods to HIS town, contributes to his own destruction. Watch and see! If you want to see the merchandising of various materials, entirely changed and revolutionized — just encourage the trucking of various merchandise and you'll get your wish!

Receivership will come to many more splendid railroads until properly supported by shippers.

START TALKING—THINKING—ACTING—"SHIP BY RAIL"

THE RAIROADS ARE NOT SEEKING ANY ADVANTAGES. They are only asking that OTHER means of TRANSPORTATION be DEPRIVED OF UNFAIR ADVANTAGES.

Will You Help?

Respectfully submitted,
RIVERSIDE MILLS
Augusta, Ga.

By: T. M. Anderson, Sales Mgr.

CASUALTIES STILL SHOW INCREASE

A few decreases in the statement showing personal injuries for the month of June in the various departments, are shown in the monthly statement issued from the office of C. H. Baltzell, director of accident prevention.

However, there is a 19 per cent increase in accidents reportable to the I. C. C. for all employes for the month of June and a 44 per cent increase for the year to date. Transportation department employes showed a 1 per cent decrease for the month in serious accidents reported, and there was a 4 per cent decrease for the month under the heading of various departments.

The total of all casualties showed a 21 per cent increase in serious accidents and a 64 per cent increase in minor accidents.



The fishing trip of Louis Nye and Fred Wilson, employes of West Locomotive Shop, Springfield, Mo., was a successful one, as evidenced by the accompanying photograph. The two men in the center are Alfred Latimer and J. C. Latimer, and the two on either end are Mr. Nye and Mr. Wilson.

MONETT SON WINS POSTER CONTEST



The poster, pictured above, was submitted by Hubert Edwards, 11-year-old son of H. H. Edwards, warehouse clerk at Monett, Mo., in a contest sponsored by the Frisco Employees' Club of Monett, Mo., for the best poster made by a pupil of the elementary schools of Barry and Lawrence Counties, using for the subject, "Ship and Travel by Rail". The prize was \$2.00.

Young Edwards is a pupil of the Forest Park School of Monett and is in the sixth grade. He is a real Frisco booster and insists that everything that he purchases, be shipped in by rail.

VETS GET PASSENGERS

The idea suggested to the veterans at their reunion at Pensacola, Fla., that they endeavor to sell tickets to the World's Fair at Chicago from their respective towns, has met with interest.

During the month of July, M. F. Brennan, pensioner of Ft. Smith, Ark., advises that he has four prospects lined up for the Fair out of Ft. Smith, who left the week of July 25th via Frisco Lines.

W. H. Birdnow, pensioner at Chaffee, Mo., advises that he has secured four passengers to the World's Fair out of Chaffee, Mo.

Many of the veterans have been endeavoring to interest their friends in this trip to Chicago, but so far have not reported definitely as to their success. It is hoped that members of the Veterans' Association will increase their efforts along these lines during the month of August, reporting all business secured to M. C. Moore, Frisco Employees' Magazine, St. Louis.

NEWS OF THE FRISCO CLUBS

Frisco Girls' Club, St. Louis, Mo.

Fifty-five members of the Frisco Girls' Club were present at the June 28th meeting, which was held primarily for the installation of newly elected officers of the club. The Gold Room, Jefferson Hotel, was chosen as the meeting place.

During the meal, Allan Wills, of radio fame, presented vocal and piano numbers. Following the meal, Wm. Salisbury, of the American Arch Company entertained the members with tricks of magic. The features which he presented were most baffling, and each one was warmly applauded.

J. N. Cornatzer and L. O. Williams were guests at the dinner and each one greeted the girls.

Miss Martha Moore, retiring president of the club, outlined the various events given by the members during the past year and thanked each one for the splendid spirit of cooperation extended to the retiring officers of the club. The new officers were seated at her left and the outgoing officers at her right. Each one stood as she introduced them. Margaret Leahy succeeded Helen McHale as first vice-president; Ruth Hallenberg succeeded Ethel Richter as second vice-president; Marie Barnes succeeded Viola Jakle as secretary, and Betty Basman succeeded Edna Dolen as treasurer.

She then introduced or rather turned over the affairs of the club to the capable direction of Miss Ella Ecklekamp, newly elected president. Miss Ecklekamp is secretary to L. O. Williams, treasurer, and has been an untiring worker in the club since its inception and under her direction the club affairs will be carried on most efficiently.

Miss Ecklekamp pledged her support to all interests of the members of the club.

Louise Gibson, past president of the club presented the outgoing officers with gifts, tokens of appreciation of members of the club for the service of the outgoing officers during the past year and Miss Moore acknowledged the gifts for the group.

Two future events are scheduled, the first a joint picnic of the three St. Louis Clubs and the Shop Crafts, to be held at Sylvan Beach on Sunday, July 29; and the second, a boat ride on the President, to be given on August 8 by the Frisco Girls' Club of St. Louis.

Kansas City Sunnyland Club

The Sunnyland Club will hold an old-fashioned basket picnic July 31, at Campbell's Lake, in Kansas. As is usual at such affairs, there will be fun for all—and all for fun. The eats will rank first, of course, with plenty for everyone, the club furnishing the pop and ice cream. The prizes for the athletic contests will be very alluring and will no doubt attract many participants and furnish lots of thrills.

Campbell Lake provides excellent swimming facilities, which will afford a welcome relief from the heat for a large number of swimming enthusiasts. And, as an added attraction, there will be free dancing until 12:00 midnight. Everyone is looking forward eagerly to the date in anticipation of a wonderful time.

Sherman, Tex.

A business meeting of the Frisco Employes' Club of Sherman was held Friday evening, July 13, in the Sherman Chamber of Commerce rooms. Only eight members were present. There was a general roundtable discussion of traffic tips turned in and traffic solicitation by employees. Considerable discussion was had in connection with securing passengers to the World's Fair.

Plans were made to hold a meeting with the employes in the back shop during the noon hour, soon, in connection with solicitation of business from local shippers and trading with patrons of the Frisco.

Fort Worth, Tex.

Quite a sprinkling of shop employes attended the splendid picnic sponsored by the Employes' Club of Ft. Worth at Forest Park on July 10th. It was one of the most enjoyable outings given by the club. Horseshoe pitching, foot racing, ice cold lemonade, basket lunches and a good bunch of folks to enjoy it.

The C. E. Blentlingers carried away most of the prizes, Floyd having won the boys' foot race, Florence the girls' race, and Mrs. Blentlinger the main cash prize of more than 19 dollars at the drawing.

Some one remarked that if Mr. Blentlinger had blackened his face and entered the colored men's race he could not have been beaten for it was just the family's night.

Frisco Colored Club of Okmulgee, Oklahoma

A splendid crowd attended the meeting of the Frisco Colored Club of Okmulgee, Okla., held on the night of June 25.

H. W. Hale, assistant superintendent, was introduced by Murray Hill, president of the club and made the address of welcome. The response was made by J. T. Ward, past commander of the American Legion. The members were also addressed by R. C. Culter, T. F. & P. A., from Tulsa, also H. E. Gabriel, assistant superintendent from the Central division, C. H. Baltzell, director of accident prevention and Rev. Sykes, pastor of C. M. E. Church.

Following the meeting, refreshments were served and those present enjoyed dancing with music furnished by the Frisco Southern String Band.

Ada, Okla.

The June meeting of the members of the Frisco Employes Club of Ada, Okla., was in the form of a picnic dinner held at Glenwood Park, Ada, with approximately 200 employes and their families present. The picnic dinner was followed by a business meeting.

A splendid report of new business secured since the last meeting was made, which showed the following: 1 ticket and 1 carload of feed, secured by W. S. Emerson, car inspector; 1 LCL shipment, W. H. Mock, warehouse foreman; 300 cattle, W. H. Hubbard, claim agent; 4 cars machinery and party of 50, Oklahoma City to Chicago, Roy Wilcoxson, yard clerk; 1 carload bags, C. S. Smith, switchman; 5 passengers, C. M. Keepper, helper clerk; 12 cars cattle, 4 cars of autos, W. C. Wood, car inspector; all carload and LCL business from Sinnitt Motor Co. and all LCL business from Bayless Drug Co. and Strauss Grocery, E. W. Keitley, engineer; 1 Carload salt and 200 head cattle, L. R. Lance, cashier; 5 tickets, 1 carload and a LCL shipment, secured by Daisy E. McNair.

L. G. Denny, agent; H. W. Hale, assistant superintendent; R. C. Culter, T. F. & P. A., Tulsa, and W. H. Smith, special agent, all addressed the club, complimenting the members on the splendid work done.

The entertainment program consisted of music by the Night Owl

Orchestra, piano selection by Sherwell Aldridge, vocal selections by Lawrence Norvell and Raymond Cooper.

The lemonade which was left from the picnic was taken to the Ada ticket office and patrons of Frisco Lines were furnished with a cool drink before boarding the Frisco trains through Ada that evening.

Madill, Okla.

Fifty-one members and guests were present at the June 27th meeting of the Frisco Employees' Club of Madill, Okla. Membership cards were distributed to all members present.

M. E. Ewing, newly appointed city manager, was present and outlined several things he had in mind for the improvement of the city. He stated the Frisco railroad and its employees were a vital part of the community, and in closing his address offered the use of the city park for a club picnic.

Rex Strickland, local postmaster and former state representative; F. L. Lewis, of the Madill Feed Co.; J. W. Little, hardware merchant, and Roy Lockhart, employe of the First National Bank, all made interesting talks, complimentary to Frisco Lines and its employees.

These talks were followed by short addresses by Frisco employes present at the meeting, namely: W. H. Smith, special agent; R. C. Culter, T. F. & P. A.; O. L. Young, superintendent; W. A. Hubbard, claim agent, Ada; H. M. Booth, roadmaster, Hugo; H. W. Hale, assistant superintendent; R. O. Pool, express agent; agents from Kingston and Madill.

Reports of the secretary showed that since last meeting, 4 carloads of business had been secured, 16 LCL shipments (including 4 permanent routing orders), 2 tickets, and tips on 3 tickets and 1 cream shipment.

Hadwin's Orchestra, conducted by L. A. Hadwin, first trick operator at Madill, furnished music following the business meeting and the members were dismissed at 9:45 p. m.

Wichita, Kans.

Only a small number of the members of the Air Capital Club of Wichita, Kansas, were present at the July 12th meeting. The hot weather kept the greater number of the members away, however, the report of the meeting indicates that the members are on the job.

New business reported at this meeting included: car of canned goods, Indianapolis to Wichita; car of Clorox, Melrose, California, to Wichita, and car of coffee, New Orleans to Wichita,

secured by H. B. Sigler, conductor. Two cars of coke, Wichita to Kansas City, also one round trip ticket, Wichita to Springfield, Mo., secured by S. B. Ramsey. Six LCL shipments from Wichita to various points secured by W. C. Dennis. Promise on future LCL shipments, K. D. boxes from New York to the Thurston Ready-to-Wear Store, secured by

THE RAILROADS PAY SCHOOL TAXES— WHY SHOULDN'T THE BUSES?

A very large proportion of the funds supplied to carry on our public schools comes from taxes on the railroads. In some counties more than half the cost of the schools is paid from taxes on railroads. The railroads in this country pay approximately \$1,000,000 a day in taxes. Our stupid policy of constructing roads and bridges at an enormous, entirely unnecessary extra cost to the taxpayer, for the use of heavy trucks, if continued will so weaken the railroads that they will not be able to pay the taxes necessary to carry on our schools. As the income of railroads declines, as a result of our policy of building "tracks" for motor freight trains at the expense of the taxpayers, a large part of the taxes that now come from the railroads will be shifted to the shoulders of farmers and other taxpayers.

It is better for a farmer to ride home on a good concrete road that cost \$20,000 a mile than ride to the courthouse on a \$40,000 a mile road to attend the sale of his home for taxes.

—Southern Agriculturist,
Nashville, Tenn.

James Ansboro. Routing on regular LCL shipments from the General Food Sales Company, Kansas City to Wichita, secured by John Roberts. LCL shipment from the Cunningham Carpet and Drapery Shop, Wichita to Hays, Kans., also shipment, Wichita to Waitsburg, Wash., secured by president Dinsmore.

H. A. Baker and S. P. Haas were both present at the meeting, complimenting the employees on their splendid program of solicitation.

Due to the extreme hot and dry weather and the difficulty of getting the members to attend meetings, it was decided to discontinue future summer meetings and call the first one for the fall months in September.

St. Louis Clubs

The Frisco Girls' Club, Frisco Men's Club, Terminal Club and Frisco Association of Metal Crafts and Car Department Employees are planning, at this writing, a big joint picnic to be held July 29 at Sylvan Beach, located a short distance out of St. Louis. The expenses of the picnic, which will be free to all employees and their friends, will be shared equally by the four organizations and three tickets each will be given to each child present, each ticket worth five cents. These tickets may be exchanged for soda, ice cream cones, etc.

There will be a horseshoe pitching contest and indoor baseball games. An orchestra will furnish music for a dance in the evening, and there will be a prize waltz—this contest starting sharply at 6:00 p. m. Attractive prizes have been secured for the winning team.

Each party has been requested to bring his or her basket, and dinner may also be purchased on the grounds.

Frisco Girls' Club

Sixty-eight members and guests of the Frisco Girls' Club of St. Louis held their July meeting at Van Horn's Farm, on the evening of July 26. Permission was granted to leave the general office at 4:00 p. m. so that the guests and members reached their destination by 5:00 p. m. or 5:30 p. m.

There was no set program of events for the evening, but the girls visited together after the delicious dinner was served, later playing cards until 9:30 p. m.

This was the first meeting under the leadership of the new president, Ella Ecklekamp, and it was a success in every way.

Northwest Arkansas Frisco Club

The regular monthly meeting of the Northwest Arkansas Frisco Club was held at Brumfield's Fish Hatchery, just northwest of Johnsons, Ark., on July 12th.

The Ladies' Auxiliary served a lunch, picnic style, on the long table (which has to be mentioned first, and should be in headlines), loaded with fried chicken, home-made cake, ice-cream, sandwiches, cold drinks, 'n' everything. Those who missed this one feature missed one of the high lights of the evening.

There was no program planned, as usual, but between seventy-five and one hundred met, ate, transacted business at hand, and had a good time. The usual business was transacted and traffic tips were presented, as turned in, and read by President Lehn. There were 37 tips turned in by

employees, and six by the ladies, who were only recently organized, and who have never held a regular meeting. Superintendent Young had challenged the membership to present tips at this meeting, that he was going to do the same, however his presentation was almost missed when the president found that Mr. Young's tip was only a blank piece of paper which had been turned in, in error, and which was quickly corrected.

The writer believes this to be the best meeting yet held by this club, and it is hoped that such enthusiasm, as has been shown will continue to the end that the Northwest Arkansas Club will be known as the banner club on the Frisco. With the able assistance of the ladies, it is felt this can be done. Members were asked by President Lehn to keep the wheel a rollin', as many shoulders to the wheel make light work.

CLUB MEETS ON DINER

Members of the Buccaneers Club of Oklahoma City, an organization of young business and professional men will long remember the delightful luncheon which they enjoyed on the Frisco's air-cooled diner and lounge car at Oklahoma City on July 16.

The enthusiasm with which this novel idea was greeted is evidenced by the following letter from H. J. Helman, "Captain of the Cruise", addressed to J. W. Nourse, general passenger agent:

"On behalf of the Buccaneers Club of Oklahoma City I desire to thank the Frisco Railway for the pleasant and delightful luncheon meeting we enjoyed in your new air-cooled diner and lounge car at the Union Station here today.

"Although the whole city sweltered in a temperature greatly exceeding 100 degrees, we dined in comfort, ease and luxury in Meteor equipment.

"The courtesy and friendly co-operation of your Messrs. Huggins, Jordan, Hopkins and Gibbons were greatly appreciated by all. These gentlemen are not only good fellows, but all real salesmen, as well. As a result of their efforts, I predict that whenever any Buccaneers travel, they will specify 'via Frisco' in the future"

Chaffee, Mo.

Approximately 100 employees and members of their families attended the meeting of the Frisco Employees' Club of Chaffee, Mo., held on the lawn next to the Frisco office building on the night of July 18. At the direction of J. S. McMillan, super-

(Now turn to Page 16, please)

CUT IT OUT AND SEND IT IN

To Readers of the Frisco Employees' Magazine:

Will you please fill out the following questionnaire, cut out the page, and send it to The Frisco Magazine as soon as you conveniently can?

This information is being secured by us for our advertising representatives to assist them in interesting national advertisers in using space in our publication.

By filling out the questionnaire you will thus be helping us to give you a more interesting and effective magazine.

Your assistance will be greatly appreciated.

You need not sign your name to the questionnaire.

THANK YOU!

THE FRISCO EMPLOYEES' MAGAZINE

835 Frisco Building,

St. Louis, Missouri.

QUESTIONNAIRE

Have you a radio?.....What make?.....

Have you an automobile?.....What make?.....

Are you married?.....How many children have you?.....

Do you own your home?.....Do you hunt?.....Fish?.....

Among the following articles, please check those which you buy regularly or are interested in purchasing:

Electric Refrigerators?.....Electrical or Mechanical household devices?.....

Ready-built garages or building?.....Oil burners?.....

Stoves or furnaces?.....Overalls?.....Shirts?.....Footwear?.....

Smoking Tobacco?.....Cigarettes?.....Safety Razors?.....

Shaving Cream?.....Soaps or Cleansers?.....Watches?.....

Cameras and films?.....Books?.....Standard home remedies?.....

Do you take The Frisco Magazine home?.....Do your womenfolk read it?.....

If a regular reader of any other magazines please mention a couple.....

Frisco Serves New Warehouse



The Simmons Warehouse, at 606 West First St., Tulsa, Okla., is shown in the above photograph. This warehouse is served by Frisco Lines and has only been recently occupied by the Simmons Company. The men in the photograph are, reading from left to right: J. E. Payne, traffic manager; O. E. Haller, territorial manager, The Simmons Company; J. E. Tracy, service station manager and P. F. Atkinson, city passenger agent, Frisco.



THE PENSION ROLL



JOSEPH HENRY WILSON

JOSEPH HENRY WILSON, trucker, store department, Springfield, Mo., was retired from active service January 3, 1934, due to total disability. He is 67 years of age, born November 28, 1866, in Miller County, Mo., and educated in the schools of Hickory County, Mo. In March, 1890, he began his service with Frisco Lines as extra gang man at Sleeper, Mo. He was later employed as trucker at the store department, Springfield, Mo. He married Sarah Paine, of Taylorville, Ill., (date not given) and they reside at 1634 N. Clay Street, Springfield, Mo. Continuous service of 41 years and 5 months entitles him to a pension allowance of \$35.30 a month, effective from June 1, 1934.

JAMES CLAYTON SMALLEY

JAMES CLAYTON SMALLEY, agent, Brandsville, Mo., was retired from active service May 31, 1934, due to his having reached the age limit. He was born May 12, 1864, in Big Sandy, Tenn., and educated in the schools of Missouri, near Norwood and Seymour. He began his service as agent and operator at Brandsville, Mo., May 4, 1895. All but about two years of his service has been at Brandsville. On October 5, 1898, he married Lula Mae Holder, of Jonesboro, Ark., and to them were born one son and one daughter. Mr. and Mrs. Smalley reside in Brandsville, Mo. Continuous service of 39 years entitled him to a pension allowance of \$43.35 a month, effective from June 1, 1934.

JOHN ALLISON SEAMAN

JOHN ALLISON SEAMAN, section foreman, Central division, was retired from service on May 31, 1934, due to his having reached the age limit. He was born May 29, 1864, near Nashville, Tenn., and educated in the schools of Brightwater, Ark. He drove a team on the extra gang when the Frisco was built from Ft. Smith to Paris. He later served the Bentonville Railroad, coming with Frisco Lines as a section laborer at Goodland, Okla., about 1887. He was

Five Frisco Lines veteran employes, with combined service of 157 years and 10 months, were placed on the Pension Roll at a meeting of the Board of Pensions, held June 18, 1934, at the St. Louis General Office.

made section foreman at Bentonville, Ark., in June, 1903, 71st track division. He was moved to Hiwassee, Ark., and in 1906 was moved to Bentonville, Ark. On June 29, 1891 he married Ella Daniels, of Avoca, Ark., and to

Texas and was educated in the schools near his home. He began his service with Frisco Lines in the extra gang at Sapulpa, Okla., April 20, 1907. He also served as track walker and lamp tender. On April 17, 1911, he married Fanny Willis, of Sapulpa. There is one step child. Mr. and Mrs. Weathers reside in Sapulpa, Okla. Continuous service of 24 years entitles him to a pension allowance of \$20.00 a month, effective from June 1, 1934.

JEREMIAH THOMAS FITE

JEREMIAH THOMAS

FITE, mechanical inspector, Springfield, was retired from active service May 19, 1934, due to his having reached the age limit. He was born May 19, 1864, at Bowling Green, Ky., and educated in the schools near his home. He served the M. K. & T., F. W. & D. C., C. & S. and E. P. & S. W. railways as car oiler, car inspector, carpenter, mill foreman, car foreman, and general car formen before coming to

Frisco Lines as traveling passenger car inspector out of Springfield, Mo., May 1, 1914. He was later made general foreman of the car department, in charge of the passenger car shops, and later served as mechanical inspector. On December 26, 1912, he married Mrs. Kathryn Schroeder of St. Louis. Mr. Fite has two sons by a former marriage. Mr. and Mrs. Fite reside at 1306 Washington Ave., Springfield, Mo. Continuous service of twenty years and one month entitles him to a pension allowance of \$56.75 a month, effective from June 1, 1934.



The above photos are of veterans placed on the Pension Roll during the month of June. (Top row) Reading from left to right: J. T. Fite, J. H. Wilson and J. A. Seaman. (Bottom row): J. C. Smalley and A. Weathers.

them were born two daughters and one son. Mr. and Mrs. Seaman reside in Fayetteville, Ark. Continuous service of 33 years and 4 months entitles him to a pension allowance of \$34.60 a month, effective from June 1, 1934.

ALBERT WEATHERS

ALBERT WEATHERS (colored), lamp tender, Sapulpa, was retired from active service May 31, 1934, due to his having reached the age limit. He was born May 30, 1864, in

In Memoriam

JOSEPH BOSSI

JOSEPH BOSSI, pensioned B. & B. foreman, died at his home at Springfield, Mo., on April 27. He was born February 11, 1866, at Bruzella County, Ticino, Switzerland, and after coming to America entered the service of Frisco Lines in 1891, as a mason near

Springfield, Mo. He became an assistant foreman in 1894, and in 1907 was made foreman on the Eastern division. Subsequently he became assistant foreman on the Southwestern division and in 1916 was promoted to foreman there and served in that capacity until his retirement, on November 6, 1930. His pension allowance was \$24.15 a month, and during his lifetime he was paid a total of \$930.20.

LEE ALLEN

LEE ALLEN, pensioned pilot, residing in Kansas City, Kan., died at his home on July 1. He was born December 16, 1858, at Bloomington, Ill., and entered Frisco service as a switchman out of Kansas City, Mo., September 15, 1897. He also served as yard foreman and pilot at the same point. He was retired on December 31, 1928, due to his having reached the age limit. His pension allowance was \$56.75 a month, and during his lifetime he was paid a total of \$3,850.50.

ADOLPH SCHULER

ADOLPH SCHULER, pensioned cabinet maker, died at his home in Springfield, Mo., on June 23. He was born at Barr, Alsace, France, December 6, 1850, and after coming to America, entered the service of Frisco Lines in March, 1877, as a B. and B. carpenter on the Eastern division, transferring to the position of of carpenter at the North Shops in May, 1879, working later as a cabinet maker, coach carpenter and foreman, car repairers, to December 31, 1920, when he was retired account reaching the age limit. His pension allowance was \$36.85 a month and during his lifetime he was paid a total of \$6,188.30.

WILLIAM FRANKLIN HUNT

WILLIAM FRANKLIN HUNT, pensioned section laborer, died at his home in Stephenville, Tex., on June 1. He was 78 years of age, born June 15, 1856, at Union, S. C. He began his service with Frisco Lines in 1904 as a section laborer at Bluffdale, Tex., and was promoted to section foreman and worked at various points on the road, as such, until his retirement, June 30, 1926. His pension allowance was \$20.00 a month, and during his lifetime he was paid a total of \$1,900.00.

JAMES HENRY MARSHALL

JAMES HENRY MARSHALL, pensioned yard engineer, Kansas City

Terminal, died at his home in Kansas City on July 9. He was born July 15, 1861, and entered the employe of the old KCFS&G as a brakeman in 1885. He later served as a fireman, then engineer, and worked in the latter capacity in the Kansas City yards until his retirement on July 31, 1931. His pension allowance was \$89.00 a month, and during his lifetime he was paid a total of \$3,243.60.

SAMUEL HARDEN IRVIN

SAMUEL HARDEN IRVIN, pensioned stationary fireman, died at his home in Los Angeles, Calif., July 8, 1934. He was born November 1, 1846, at Griggsville, Ill., and entered the service of Frisco Lines as a wiper at Webb City, Mo., in July 1891, working later as engine watchman and hostler at Joplin and in various other capacities in the roundhouse at Joplin until July, 1916, when he became stationary fireman at that point, where he continued to serve until November 30, 1916, when he was retired due to his having reached the age limit. His pension allowance was \$20.00 a month and during his lifetime he was paid a total of \$4,220.00.

FRISCO CLUBS

(Continued from Page 14)

indentent, lights were strung in the yard and a cool breeze kept the audience comfortable.

This was the first meeting of the club for some time, and countless suggestions for improving the revenue out of Chaffee, were suggested. C. B. Michelson, colonization and marketing agent, expressed his pleasure at being able to attend the meeting. He spoke on crop conditions in general. J. W. Mahanay, traveling freight and passenger agent out of Memphis, was another visitor and commended the club members on their efforts to assist the traffic department in securing business. He suggested that the members impress upon the merchants, each time they made purchases, that they were Frisco employes and would appreciate their using Frisco service when possible.

J. A. McMillan talked on various subjects of interest to members of the club. He asked that the members start turning in regular tips on business which might be solicited; he talked of advertising Frisco service through Chaffee, and of the need for more revenue from that station which has such a big payroll and spends it in Chaffee.

Martha Moore, of St. Louis, was also a visitor and asked that the members

solicit passengers to the World's Fair, advertise the splendid air-cooled equipment on Frisco Lines, and she also advised the members of the fact that the reduced fares now in effect, will remain in effect until September, 1935. She urged that the members turn in more tips and do more advertising when making purchases.

A meeting to be held with the merchants of Chaffee was suggested and this will be held within a short time.

Agents and employes from Cape Girardeau and nearby towns were in attendance, offering some splendid suggestions.

Hayti, Mo.

About 30 members of the Frisco Employes' Club of Hayti held their meeting on the Frisco platform, in the open, on the night of July 19.

The meeting was one of the most interesting held in that city for some time, due to the subjects discussed. There was a nice representation of conductors and trainmen, who discussed the various problems with which they were confronted, as to rates and schedules.

J. J. Appling, machinist, submitted a study (with tables), which he had made of the Panama Canal, urging that the membership have it typed and the information given wide distribution. The matter was to be taken up with the St. Louis office as to costs, feasibility, etc. The report indicates that much work was done, and Mr. Appling is to be commended for his interest.

J. W. Mahanay, from Memphis, visited the Hayti club and reported conditions which he found in the territory and urged that the employes secure as much passenger travel as possible through the summer months.

Martha Moore, from St. Louis, gave the members talking points on a visit to the World's Fair, as well as the air-cooled equipment now in service on Frisco Lines, and told the members of the operations of the various other clubs on Frisco Lines. Several passengers have already left Hayti for the World's Fair.

Each of the employes present was given a chance to submit suggestions, and practically all of them submitted constructive ideas. Several merchants of the town were present and addressed the club, pledging their support to Frisco Lines.

At the close of the meeting, ice cold soda pop was served and the meeting was adjourned at about 9:30 p. m.



THE MERRIMENT PAGE



11 Ages of Man in Menu

Milk.
Milk and bread.
Milk, eggs, bread and spinach.
Oatmeal, bread and butter, green apples, and all-day suckers.
Ice cream sodas and hot dogs.
Minute steak, fried potatoes, coffee and apple pie.

Bouillon, roast duck, scalloped potatoes, creamed broccoli, fruit salad, divinity fudge, demi-tasse.

Pate do foie gras, wiener schnitzel, potatoes Parisienne, egg-plant a Popera, demi-tasse and Roquefort cheese.

Soft boiled eggs, toast and milk.

Crackers and milk.

Milk.

(Santa Fe Magazine)

IN THE WAY

Drunk, bumping into lamp post, "Excuse me, sir." (Bumping into fire hydrant): "Excuse me, little boy." (Bumping into second lamp post and falling down): "Well, I'll just sit here until the crowd passes."

BELIEF IN SIGNS

First Roach (on cereal box): "What in tarnation is all your hurry?"

Second Roach: "Don't you see that sign, 'Tear along this edge'?"

Greetings

Gas Station Attendant: "How's your oil?"

Negro Motorist from the South: "Ah's fine, how's yo' all?"

WHO WAS SHE?

It was customary for the congregation to repeat the 23rd Psalm in unison, but invariably Mrs. Spielfast would keep about a dozen words ahead of the rest.

"Who," asked a visitor of an old church member one Sunday, "was the lady who was already by the still waters while the rest of us were lying down in green pastures?"

OH, YEAH?

"What are you burying in your back yard?"

"Just replanting some of my seeds, if it's any business of yours."

"It looks more like one of my hens than seeds."

"Well, the seeds are inside."

Safety First

"Here, hold the end of two of these wires."

"All right."

"Feel anything?"

"Nope."

"Well, don't grab the other two. They've got 20,000 volts apiece."

CAUSE AND EFFECT

"What caused the explosion at your house, Jones?"

"Well, I'll tell you—it was a little bit of powder on my coat sleeve."

WELL—!

"I'll bet you don't know what a nitwit is?"

"Sure, I do. You knit wit a needle!"

LET'S PAY UP

It is reported that one of the fastidious newly married ladies of this town kneads bread with her gloves on. This incident may be somewhat peculiar, but there are others. The editor of this paper needs bread with his shoes on, he needs bread with his pants on, and unless some of the delinquent subscribers to this "Old Rag of Freedom" pony up before long, he will need bread without a damn thing on, and Illinois is no Garden of Eden in winter time!!!

(Santa Fe Magazine)

Now Which?

"How do you like your new flat?"

"Which do you mean? The one I married or the one I live in?"

THE VIPER!

A father said, "Now, son, start saving the pennies and put them in this yellow box, and when you get five pennies give them to me and I'll give you a nickel, and you can put that in this blue box; then, when you get five nickels give them to me and I'll give you a quarter and you can put it in the red box."

Seventeen years later the boy discovered that the red box was the gas meter.

HOW FAR?

Motorist—Is it far to the next town?

Native—Well, it seems further than it is, but you'll find it isn't.

Three Sweetest Words

"I love you."

"Enclosed find check."

"Dinner is served."

"Vacation with pay."

"Keep the change."

"Have a drink."

—And the Saddest

"This way out."

"One hour parking."

"Not sufficient funds."

"In the rough."

"Twins this time."

"External use only."

JAZZ MUSIC

"Did you ever hear anything so perfectly stunning?" asked the daughter as she turned the radio on to a new jazz tune.

"No," replied the father. "The nearest thing I ever heard to it was when a train loaded with empty milk cans had a collision with another train that was loaded with live ducks."

FOOLED HIM

"I turned the way I signaled," indignantly said the woman after the crash.

"I know it," sadly said the man, "that's what fooled me."

Always One!

A lazy man was lying on a park bench in the sun. About twenty-five flies landed on his nose, but the lazy one slept on. A bee came along and stung him.

The lazy man stirred and brushed away the flies, drawling: "There's always a smart aleck in the crowd, so now you'll all have to get off."

PLEASE, MISTER.

Employer: "No, we have all the men we need."

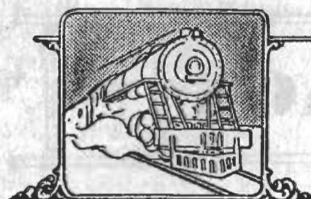
Applicant: "Seems like you could take one more, the little bit of work I'd do."

WHO AM I?

The new superintendent of an insane asylum was making her first round of the building. She was stopped by one of the inmates who asked, "Who are you?"

She replied: "I am the new superintendent."

He laughed and said: "They'll take that out of you pretty soon. I was Napoleon when I came here."



... NEWS ...

from the

Mechanical Department



LOCAL No. 8—ENID, OKLA.

FRANK HARKEY, Reporter

Mrs. C. E. Baker and Betty, wife and daughter of division lineman; Mrs. H. H. Fuller and sister-in-law, Mrs. C. E. Martin, wife of C. E. Martin of the claim agent's department at Springfield, made a very enjoyable trip to Pensacola, Florida, the week of June 24th, visiting Mr. and Mrs. Wm. Phillips at Memphis, Tennessee, and C. E. Martin, of Springfield. They reported that the swimming in the gulf, the hospitality of the people of the south together with the air-conditioned coaches made their trip one long to be remembered.

Mr. and Mrs. John Poling and son, Avie, motored to Walters, Oklahoma, June 30th, to spend the 4th of July visiting relatives, also motoring to Wichita Falls, Texas.

Mrs. John L. Pritchett is spending a few days in Oklahoma City with her sister who is very ill.

Earl Young was called home from the shop July 6th due to an accident suffered by his son.

Herbert Foley, son of Wm. J. Foley, general foreman, is spending the summer vacation period with his parents here in Enid. He has been attending the College of Wooster, at Wooster, Ohio, the past three years.

Jack Foley, son of Wm. J. Foley, who has been attending Oklahoma University at Norman, is also home for summer vacation.

Winnie Newton, who has been off from work for some time with a sore foot, is improving rapidly. We hope you will be back with us soon, Winnie.

Mrs. Frank Harkey, wife of our reporter, who left Enid June 30th to visit with relatives and friends in Illinois, reports that she is having such a wonderful time on her trip—says she had the most wonderful experience of riding in the air-conditioned equipment on the Frisco, also B. & O., and there is nothing just like it. Frank caught the next train out to meet her. They expect to terminate their trip in Chicago at the Century of Progress. We hope you both have a most enjoyable time and will expect to hear from you. (This item not furnished by the reporter.)

Chas. L. Carver, machinist, seems to be rather restless the last few days. He has planned a trip to Denver and can hardly wait until his passes get here. His wife and daughters will accompany him.

Mrs. Wm. E. Breach, daughter of T. H. Elam, boiler foreman, was operated on for appendicitis in a local hospital July 5th. Latest reports are that she is improving rapidly, which is the good news we want to hear.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Mrs. W. C. Frost, has returned from Mayo Brothers' Hospital and is convalescing at her home.

Robert Smith, one of our hoist engineers, has been under treatment at the St. John's Hospital for typhoid fever, but is said to be improving steadily.

Volney J. Rutherford pays us an occasional visit, but has not suffi-

ciently recovered from his operation to return to work.

We are informed that Allen Claypool, son of Z. B. Claypool, has entered the West Shop of the Frisco as a machinist apprentice. Allen worked on the scrap dock of the reclamation plant for a few weeks this summer.

We regret very much the injury sustained by John Harper, while at work as hoist groundman. His condition is said to be improving rapidly, however, and we hope to report his return to work next month.

The hot, dry weather with the mercury trying to reach the century mark, has made us all mop our foreheads and stroll to the water fountains quite frequently the past month. We have received no rain and but little relief from the rays of "Ole Sol", and the dust is "shoe mouth deep" most any place in the open. We are hoping the weather man can coax a few much needed showers our way in the immediate future.

Fred Nicholson has returned from a trip through the northwestern part of the United States. He traveled in his car and was accompanied by Mrs. Monger and daughter, Mrs. Faye Finch. They report a wonderful trip, full of thrills and excitement every day. They were marooned for a few hours in a cloud burst flood. They took many camera snap shots of scenes on their trip, and had a change of scenery and new kinds of excitement each day. The Yellowstone Park afforded awe inspiring sights and there were many tourists there. Fred visited his mother in Idaho, and other of his relations in Oregon and Montana. They had no accidents or bad luck while on their trip, with the exception of returning to find their home had been burglarized in their absence with much clothing and household articles missing.

LOCAL No. 2 WEST LOCOMOTIVE SHOPS SPRINGFIELD, MO.

VIRGIL B. SMITH, Reporter

We wish to extend congratulations to a number of West Shop employees who have new arrivals in their homes. Mr. and Mrs. R. A. Grevillius, a 10-pound son born May 19th; Mr. and Mrs. Elby McKeel, an 8-pound daughter born June 16th; Mr. and Mrs. Paul Likens, a 10-pound son born June 16th; Mr. and Mrs. J. J. Prugger, a 7½-pound daughter born June 18th.

Frank Neely and wife have just returned from a trip through the east.

Allen Claypool, son of Zan Claypool, has started serving a machine apprenticeship.

I. G. Holt and wife spent Sunday, July 1st, in St. Louis.

John Hurley, chief engineer at the power house, has just returned from a visit through the east.

George Kent and family have just returned from a visit to the Century of Progress and report a nice time.

Jim Osborne, boiler maker, is back on the job again after being off ill for two months.

Nels Benson, carpenter foreman, has returned to work after being off on account of illness.

H. R. Seamon is back on the job again after a short vacation.

MECHANICAL DEPARTMENT SHERMAN, TEXAS

D. R. ANDERSON, Reporter

Mrs. O. E. Alexander, wife of car inspector at Denison, and Mrs. J. S. Spraggins, wife of tank truckman, have just returned from the World's Fair at Chicago.

The smoke stacks at Sherman have been given a new coat of paint. Now they shine like a silver dollar.

P. L. Stenger, roundhouse foreman, took sick on June 24 and is still off at this writing. H. S. Peavy, foreman at Brownwood, is taking care of the job while Mr. Stenger is off.

Dr. J. S. Dimmitt, of the Stout Clinic and oculist for the Frisco, died on June 26, of Hodgkins disease. Sympathy is extended to Mrs. Dimmitt and Sterling, Jr.

A. S. Dickerman, hostler, is back on the job after several days illness.

Mrs. Antonio Guevara and children, family of machinist, have gone to Mexico City for a visit. Mr. Guevara expects to join them there and accompany them home a little later on.

Mrs. A. L. O'Hanlon and daughter are visiting in Bisbee, Arizona. "Red" is a machinist in our back shop and since his family has been away he has been seen at the Frisco Employees' Club meeting. That's nothing unusual though as he attends all of them.

Mrs. L. C. Fuller, sons, Joe and Tom, and daughter, Kathleen, family of our general foreman, are visiting in the states of Washington and Oregon.

Engineer Wm. Swartz received message that his father died and left immediately for Newton, Kansas, July 13, accompanied by Mrs. Swartz. Our sympathy is extended to them in their bereavement.

Mr. and Mrs. L. R. Leach, locomotive painter, and wife, expect to leave for the World's Fair soon.

The reporter and wife will have been to the Fair and returned by the time this issue of the Magazine is out.

LOCAL No. 19—MEMPHIS, TENN.

ALVIS H. THOMAS, Reporter

Charlie Jackson, washroom attendant, is very sick at the Collin Chapel Hospital. He was taken ill while on the job.

Fred Tardy, second class machinist, spent the Fourth of July with his mother, who lives in Amory, Miss. Grant Daniels, third class machinist, accompanied him.

Mott Roberts, third class machinist, is off on account of illness. He has been off quite a little while and we wish him a speedy recovery.

Rev. Fred Webster, third class machinist at Yale, is a promising young minister of the gospel, and is making splendid progress in his Theological work. He has been chosen on quite a number of programs, sponsored by the shop boys, as their speaker. Having heard him speak several times myself, I predict for him a bright future.

Lumme Alexander, engine packer, is on the sick list. Hope to see him back on the job soon.

Little Billy Brown, small son of Rufus Brown, third class boiler maker, is well on the road to recovery after a severe spell of sickness. Billy is one

of the seven children of Rufus and Mrs. Brown, with a set of twins included in the number.

Practice what you preach, is an adage of old.
And you will be rewarded in measures of gold.

"Safety First" is now being preached to each and every gent.
Practice it every day and prevent accident.

(A. H. T.)

LOCAL No. 17 WEST TULSA, OKLA.

H. C. PRICE, Reporter

E. L. Wellsey, rip track foreman, and family, are spending ten days in Colorado, Texas, on a fishing trip.

Rube Desmuke, engineer, and wife are spending three weeks at Minnesota lakes fishing.

C. C. Bohannan, engineer, is back to work after three months illness.

Mrs. Roy Floyd, wife of roundhouse clerk, and sons are spending three weeks visiting her sister in Kansas City.

John Reno, engineer, and wife have returned after spending four weeks in sunny California.

Grant Woolsey and Lois Johnson, carmen, are off sick at this writing.

Hugh Insko, coach inspector, is working in the place of George A. Gladsen, who is off on account of personal injury.

O. W. (Dick) Harrison, has entered the bonds of matrimony. Congratulations and thanks for the cigars.

John S. White, division chairman for the Southwestern division, is the proud owner of a new Terraplane sedan.

Herbert Miller, blacksmith, is wearing a big smile! An eight and one-half pound baby girl.

Claude Johnson, machinist, is back to work after a three weeks' illness.

Al Charrion, back shop foreman, spent his vacation down in the Ozarks on his farm.

Arch Crune, timekeeper, spent his vacation in Springfield, Mo., at Grand River, fishing.

We extend our deepest sympathy to C. E. Davis, engineer, due to the death of his sister in Illinois.

Frank Trone, engineer, is improving rapidly after his personal injury.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

The month of June still seems to be the most popular month for weddings as far as the north roundhouse is concerned. Adolphus Florence, supplyman, and Opal Cheek, of this city, slipped away to Cassville, Missouri, and were secretly married June 6th, but the news leaked out, and they are now receiving congratulations.

Thomas Clark, laborer, and Mamie Stewart, of this city, are also receiving congratulations and best wishes, they having selected June 16th for their big event.

Grover Barton, sheet metal worker, was a victim of a fire July 2nd, which badly damaged his house and furnishings. The fire was caused by an overheated oil stove.

Mr. and Mrs. Patrick Shillcutt and young daughter, Patsy Ann, have returned from a week's visit at Salina, Kansas. Mr. Shillcutt is an extra man.

Cleo Wisecup is another extra man who has been away, having spent the fourth of July visiting his parents at Kansas City, Missouri.

Willie Holmes, machinist, is mourning the loss of his mother, whose death occurred at the family home near Highlandville, Missouri, June 23rd. Sincere sympathy of the roundhouse employees is extended.

Fenton Coleman, locomotive inspector, also has the sympathy of everyone in the loss of a nephew, who was killed in a highway accident June 23rd.

Jess McBride, machinist, has returned from a three weeks' trip to Claremore, Oklahoma. He reports having a good time, and is feeling fit.

Two third class machinist jobs have been put on during the past month. George Whitworth and Boss Vanlaningham having bid the jobs in.

Mr. and Mrs. James Loser are the proud parents of a 6½-pound son, which arrived July 9th. The young man has been named "Jimmie Lee". Mr. Loser is a boilermaker.

James Miscampbell, boilermaker, has been losing some time recently on account of the serious illness of his 24-year-old son, James, Jr., who has been suffering from an attack of typhoid and pneumonia fever. For a time his condition was extremely critical, but he seems to be well on the road to complete recovery at this time.

W. H. Gimson, superintendent of the north roundhouse and north shop, is on the job again after a vacation of several days, which he spent on Lake Taneycomo.

Thos. Murray, assistant general foreman, is sporting a new Essex Terraplane sedan.

Virgil West has the sincere sympathy of the roundhouse employees in the loss of his mother, whose death occurred at the family home, July 13. Mr. West is a locomotive inspector.

KANSAS CITY RIP TRACK

LEE WARFORD, Reporter

R. E. Braden, inspector at Rosedale, recently traded his old Ford for a new Ford V-8.

Louis Burke, inspector at Rosedale, recently traded his old car for a new Plymouth.

Austin Tice, oiler at Rosedale, has been on the sick list for 10 days.

James Hutton oiler has taken a day job oiling in the 19th St. yards.

Lee L. Warford, oiler on the midnight shift, took James Hutton's place on the afternoon trick.

Ray Bengston, who has been working extra, has a regular job on the midnight shift.

Wm. Bacus, inspector at Rosedale, is off account of an accident. He will not be expected to be on the job for about 60 or 90 days. Hope he will be fully recovered by then.

Bert Parrish, oiler on the Rosedale rip track, took two weeks' vacation. Bert and family were visiting friends and relatives in Iowa.

There has been several hundred head of stock handled in the past few days over our lines. These are government shipments going to Mississippi and other points southeast.

"Bill" Barker, engineer at Rosedale, will complete 44 years service July 18th. Bill will go on the pension roll August 1st, and plans on taking life easy from then on.

About six weeks ago F. B. Scott bought a new radio for his car. Not satisfied he traded his old car for a new Plymouth to match the radio.

Was very much shocked to hear of the death of our superintendent, Mr. J. W. Skaggs, July 14th. We extend deep sympathy to Mrs. Skaggs and family.

LOCAL No. 17-B—TULSA, OKLA.

ROBERT MORELAND, Reporter

In order to relieve themselves of some of the discomforts of this sultry summer heat the members of Local 17-B entertained their wives and families with a lawn party and picnic on Thursday evening, June 28. Those who attended the affair were served

with an abundance of fried chicken, barbecue, cold drinks and delicious homemade ice cream. Everyone reported that the evening was greatly enjoyed. "The men have shown that there is still a spark of tenderness left in their hearts," was a statement made by several of the wives who were present.

It is hoped that in the future, all members will be in a position to participate in all of the affairs of the organization. Local 17-B is composed of the colored employees in the shop and coach department at West Tulsa. It should be the height of every employee concerned to extend his support in causing local 17-B to become an effective and successful organization.

Joseph Wilson is on the job again after being off several weeks on account of a fractured finger. We are glad that he has recovered and is able to be with us again. Let us still hold the thought in mind that accidents are costly, both to the men and the company.

Chas. Crapps, first class truckman, has discovered that a beautiful home and an old automobile do not make a good and favorable combination. It is for this reason that he is seen gliding along on these warm summer evenings in one of the 1934 Buicks.

James Thomas, Floyd Pryor, E. Hutchison, Chas. Johnson and Robert Moreland made a trip to the "O' swimmin' hole" to escape some of the heat waves of the city. We had a real good cooling off only to be heated up again when we experienced motor trouble on our return home that almost caused us to be late for work.

I do not know where it came from, but I heard that a certain employee is growing interested in one of the 1934 Plymouths. His interest has grown so strong that a motor trip to Muskogee was made by himself and family as proof of his faith in the car.

There is an increased percentage of illness due to the heat wave that we are having. Wilton Gill is off on account of illness. We wish him a speedy recovery and will be glad to see him on the job.

Walter McIntyer has returned home from a vacation trip out east. Walter and family report that the scenery along the trip will linger in their memory a long long time. If one ever has a chance to he should see the wonders in and around Washington, D. C.

B. & B. REPORT SOUTHWEST DIVISION

J. C. WOODS, Reporter

Virgil Leak is taking a lay-off and plans, with his wife, to visit the World's Fair.

J. R. Harrison, our agent at Woodville, was called to Boonville, Arkansas, on account of the death of his father-in-law.

Shelby Edington has been off from work on account of a sprained ankle. George Simpson and Mrs. Delashaw, of Madill, have joined in the Holy bonds of matrimony. The happy couple are at home to their friends in Sapulpa, Oklahoma.

S. H. Dean is relieving Virgil Leak for the next two weeks.

Frank Woodard is taking a sixty-day lay-off and expects to enjoy himself in the Ozarks.

John Roberts, our section foreman at Madill, who has been suffering with tuberculosis, passed away in New Mexico, where he went to try to regain his health. His many friends extend sympathy to the bereaved family. Interment was in the cemetery at Madill. He also expects to visit the home folks in Texas.

Ernest Lee has returned to work after being on the sick list a few days.

E. F. Maggi and wife entertained a bunch of their society friends from Sherman. A nice time reported.

W. E. Fountain has finished the underpass at Oklahoma City and is moving out on the west end.

O. V. Smith is repairing cotton platform in the vicinity of Chandler; W. A. Lantz is repairing in the vicinity of Okmulgee; E. F. Maggi has been repairing bridges over on the Texas side; Virgil Leak is renewing a few small bridges in the neighborhood of Vinita; George Simpson is finishing up painting in Tulsa.

LOCAL No. 19—MEMPHIS, TENN.

C. D. RILEY, Reporter

Otto Kettman, who recently suffered a painful injury, removing driving rods from an engine, is reported much improved at this writing.

Division Chairman McNamara has just returned from a system board meeting at Springfield, and reports a very fine session.

J. V. Ware, assistant general car foreman, will leave soon on his vacation and expects to visit his parents in Canada. We wish for him a very pleasant trip.

The writer has just returned from the St. Louis hospital. Local No. 5 certainly has the unstinted praise of all our members for the splendid work done by their sick committee. They show a wonderful spirit and are doing great work.

C. W. Kimbrough has returned from the St. Louis hospital, where he has been for examination and treatment.

W. C. Moke has just returned from the St. Louis hospital where he had been for several days for observation.

George Dean and family are planning a fishing trip to Pensacola soon. We wish them the best of luck.

Ben Holmes will return home the latter part of this week, after spending several weeks in the St. Louis hospital. It will be some time, however, before he will return to work. He was accompanied by his wife.

M. W. Stewart and family spent the Fourth of July with relatives in Hayti, Missouri.

O. S. Marshall is sporting a new Buick now, while his wife and son are away on a several weeks' visit with friends and relatives in Paris and Greenville, Texas.

LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Mrs. C. W. Fulton and son, Billy Dean, visited friends in Texas.

Mrs. E. F. Fuller and son, Ronald, attended a family reunion in Springfield.

Mr. and Mrs. W. W. Moore, of Oklahoma, visited relations around Newburg. C. Roach, Fred Wilson, O. Drown and families attended the Century of Progress at Chicago.

Mrs. R. L. Painter and son, Jack, visited relations in Kansas City recently.

Mr. Harvey Green spent a few days visiting his sister in Neodesha, Kansas.

Mr. and Mrs. C. Wilkenloh and daughter, Gladys, made an extended visit in New York City, Washington, D. C., and Atlantic City on the Alhambra Grotto pilgrimage tour.

Mr. and Mrs. Frank Wait are driving a new Chevrolet coach.

Mr. and Mrs. C. D. Ward and family visited relations in Neodesha, Kansas, while on his vacation.

Mrs. R. L. Painter was called to Kansas City on account of the death of her brother-in-law, who was accidentally shot.

BACK SHOP NEWS

ALEX WATT and CLAUD CAMPBELL, Reporters

Joe Frankie and family have just returned from a sight-seeing trip to

Colorado. Using Denver as a hub, they visited all the places of interest within a day's driving distance. "Bottle" said he saw more snow on the trip than he did all last winter. He reported a very enjoyable trip.

John Hollingsworth, tool man of the north mill shop, has been on an extended trip. He spent a few days in Chicago at the World's Fair. From there he visited a son and three brothers in Seattle, Tacoma, Olympia, Aberdeen and Hoquian, Washington. He is sold on the climate, which he says is extremely cool along the coast.

Walter Prophet, sheet metal worker, is among the new car owners. He bought an Oakland coach July tenth. He has never had any experience in driving a car, but he can make a motorcycle do more tricks than I have space to enumerate. We don't anticipate any trouble on his learning to drive.

Claud Beasley is again in the St. Louis hospital suffering with liver trouble. It is reported that he is in a very bad condition.

Claud Campbell, my co-reporter, is in Rochester, Minn., at this time, having been advised by his physician to take his father up there to the famous Mayo Clinic for a thorough physical examination. He has been suffering for some time from liver and stomach trouble.

R. B. Farrar, of Ozark, who was struck by a car several days ago and was severely injured, has recovered sufficiently to be taken home. He has been in one of our local hospitals. He is the father of Lloyd Farrar, north side painter.

Rufus Robberson and wife are entertaining relatives from California. Mrs. Robberson's sisters and nephew are visiting relatives and friends in Springfield and vicinity this month.

Norman Thorworth, boiler shop foreman, and wife visited a son in Seattle, Washington recently. He reports a very fine time.

D. B. Van Winkle announces the marriage of his daughter, Elgie Grace, to Everett Riley. They were married on June 24th. They will make their home in St. Joseph, Missouri, where Mr. Riley is manager of a store there.

W. G. Gimson, general foreman of the mechanical department, has returned from his vacation to the White River country. He visited Rockaway Beach and other points of interest.

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

I. W. Hill, car inspector, and wife are now at Potts Camp, Miss., visiting his daughter.

The writer is now in St. Louis visiting home folks.

Business seems to be improving as the following employes are now sporting new cars: Thom. Edmundson, clerk, with a Plymouth coach, also C. Groves, brakeman, and H. Holmes, engineer, with a Chevrolet coach.

Our congenial acting roundhouse foreman, Wm. Phillips, had a pleasant visit from his wife, who was driving through to Oklahoma to visit some of her friends.

W. F. Martin, engineer, is now on a visit to Jefferson City.

A. D. Anderson, engineer, and wife, of Jonesboro, Ark., are now visiting friends in California.

Mrs. F. G. Schratz and daughter, Katherine, family of car inspector, are now on a visit to Dallas, Texas.

H. E. Crass, fireman, and wife are now on a visit to Kansas City.

R. E. Davis, cinder pit man, is now on a visit to Amory, Miss., visiting his father.

COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

Lead Electrician T. E. Box has been brushing up on the fine points of housekeeping while his wife and daughter spent two weeks visiting relatives in Ft. Worth, Texas.

Electrician Tom Hayes and Air Brake Man Ben Reeves are both the proud owners of brand new Plymouth cars. Tom chose a DeLuxe coupe, while Ben decided on a standard sedan.

Painter Bert Carpenter spent many anxious days while his wife was seriously ill with pneumonia, but now tells us that she is well on the road to recovery.

Head Coach Cleaner Louis Langel was taken sick and forced to make another trip to the Frisco hospital at St. Louis on July 7th. "Louie" is greatly missed here and his speedy recovery is wished for by all.

Another familiar figure also missed is Dave Speelman, who underwent an operation in March and has not recovered sufficiently to return to work yet.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

Charles E. Anderson, Jr., from Waterloo, Iowa, is spending the summer with his grandparents, Mr. and Mrs. C. E. Anderson, of 820 South Douglas. Mr. Anderson is bill clerk at the freight office.

M. F. A. stockyards at Springfield report a sixty-five per cent increase in business since January 1, 1934. Glad to report that all this business goes by rail.

M. T. Sartore and family spent a few days looking over the Ozarks. They report a nice trip with friends at Branson and Lake Taneycomo.

R. N. McDonald, car clerk at the freight office, accompanied by his wife and son, spent several days in Chicago, enjoying the sights at the Fair.

Buck Miles, salesmanager for the Blair Milling Company, reports that he will have several cars of flour and feed for the Frisco on the Southern division. Many thanks to Mr. Miles.

Jesse L. Brandon spent Sunday, July 8, with relatives and friends at the Baptist Assembly at Siloam Springs, Ark.

J. S. Campbell is back on the job after a short vacation. Jack was unfortunate when he sprained his back, but he has now fully recovered.

F. J. Brown has beautified his home by painting and papering it.

Nick Quisenberry has been off a few days on the sick list.

The inbound movement of grain has been very heavy, due to threshing, especially with combines in Kansas and Oklahoma. The weather has been very favorable for the use of combines. Flour mills are storing large quantities of wheat.

Our popular car clerk, McDonald, was noticed walking down the street, looking skyward in a strange manner. On inquiry, it was found that he had been to Chicago. It was expected that he went to see the World's Fair, but rumor has it that he did a lot of gazing toward the top of the tall buildings, and did not get any farther than the lake front toward the Fair Grounds.

Jake Riddle, our messenger is winning fame in the baseball world. It is said he is ranking up with Zimmerman, Evers and Cobb. An offer was made by the Buffalo, Mo., club, but, on investigation, it was found that they only wanted a man to carry their bats. So far as we learned, their offer has not been accepted.

LOCAL No. 5—ST. LOUIS, MO.

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

The hospital committee of Local No. 5, R. H. Pikesly and J. M. Jenkins report that on their visit, July 12, convalescent patients were hard to find, because they were all seeking a cool spot, and those in bed were in no condition to be visited on account of the terrible heat.

Steve Tindal and Pete Peters are owners of new Ford V eights.

Mr. and Mrs. E. R. McNabb and family and Mr. and Mrs. Coy Barnett and family recently enjoyed swimming, boating and fishing on a camping trip which they took during their vacation.

Born to Mr. and Mrs. W. H. Lambert on July 16, a nine-pound boy, named Willard Benton. This big boy has two proud grandfathers on the Frisco force, Greatgrandaddy W. B. Smith and Grandpa John Norris.

Locomotive Inspector Chas. C. Connelley was awarded the L. L. B. (degree bachelor of laws) by the City College of Law and Finance at their commencement exercises held in the new City Auditorium on June 15. We hope to hear in the near future of his admission to the bar as the result of the Missouri State Bar examinations held at Jefferson City, June 25, 26, 27. Congratulations!

Mr. and Mrs. Carl Myrick and family visited friends and relatives in Colorado, and, after their return home, motored to points in Arkansas. Mr. Myrick returned to work July 16.

We hear that Ed. Homewood is improving after another surgical operation. Bud Jacquin was off sick for several weeks, but has again returned to work.

Mr. and Mrs. Wm. Jamison and family visited friends and relatives in Reynolds County the last of June.

Mrs. L. N. Wood is visiting relatives at Swainsboro, Ga.

Lindenwood roundhouse general foreman, W. J. Ficke, left for Canadian, Texas, the old home town, on his vacation, July 13th.

Mr. and Mrs. Albert Spachek, Mr. and Mrs. Vincent Murphy, Mr. P. L. Langley and Mr. Frank Brown spent July 4th in Springfield.

Miss Marrian Deppen, daughter of Mr. and Mrs. Wm. Deppen, who is a former Frisco girl from the general office in St. Louis, was married to R. H. Gibson, machinist, at St. Phillips Nera Church on June 16th. After a honeymoon in Colorado the happy couple are at home at 7627 Marlon Court, Maplewood.

Mr. and Mrs. F. C. Henn and daughters were called to Kansas on account of severe illness of relatives the latter part of June.

Mr. and Mrs. Sidney Hathcock visited relatives in Amory, Miss., the latter part of June.

LOCAL No. 24—AMORY, MISS.

RAYMOND F. DEES, Reporter

Car Inspector W. S. Paige has returned to work after being off with an injured foot, having stepped on a rusty nail at his home.

Night Roundhouse Foreman G. H. Threllfalls spent several days in Missouri on his vacation. Mrs. Threllfall and children accompanied him.

Water Service Man J. A. Hobson is sporting a new Chevrolet.

Electrician E. D. Hansen, wife and small daughter, Bettye, were recent visitors in Memphis.

Tankman W. T. Ritter has returned to work after a short vacation.

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

**MECHANICAL DEPARTMENT
OKLAHOMA CITY, OKLA.**

FRANCIS N. JONES, Reporter

Verne Brown, night caller, spent the first week of July visiting friends and relatives in Tulsa.

Charles Fisher, fireman at this point, has returned from the St. Louis hospital and is reported much better.

We regret very much to report the death of George C. Papin, test rack man on the rip track. Mr. Papin was ill only a few days and died July 9th. Mr. Papin had been in the service of the Frisco for 14 years and had served in various offices of the Local Chapter of the Frisco Association of Metal Crafts and Car Department Employees. Members of Local No. 15 acted as pall bearers.

Mrs. John N. White, wife of John N. White, supply man on the rip track, passed away July 9th after only a few days illness. John's many friends wish to express their sympathy in his hour of distress.

Mrs. K. M. Corse has left for Bakersfield, California, for an extended visit with friends and relatives.

Robert Bonner is visiting with friends and relatives in Magnolia, Louisiana. Bob is one of the leading baseball pitchers in the Oklahoma City Church League and I am sure that Jake and Denny are glad that he will be out of town for a few days.

Mrs. Al Swain, wife of tank truckman, has left for California for her

health. Al reports that she is feeling much better since reaching California. We all join in wishing her a speedy recovery.

Wm. Griggs, storekeeper, has a hard time keeping away from Springfield, where Mrs. Griggs has been visiting for several weeks. We understand that there is a quantity of fried chicken to be had up there and that's his weakness.

Al Swain visited his brother in Kan-



The group in the above picture are all machinist apprentices, with the exception of one, Anthony Baron, who is a sheet metal worker apprentice. The photograph was made at the Frisco's north Springfield roundhouse. Reading from left to right they are: (standing) Anthony Baron, Roland Moore, Milford Ball, Kenneth Campbell, Claude Estes, Lloyd Hough, Herbert Mathews and George Kent, Jr. (On hand railing) Lowell Hough, John Goodrich, Darrel Britnell and Gerald Campbell. Leroy Brumley is shown on the sand dome.

sas City the week-end of July 15th.

James Johnson, supply man in the locomotive department, and family left for a week's visit with relatives in Idabel, Oklahoma, and Clarksville, Texas.


Larry Burnett, electrician, was called to Chandler, Oklahoma, July 15th, due to the serious illness of his mother. It is reported that she is slightly improved.

Chief Reliance of the People

All of us are agreed that the railroads are essential to the business life of the nation. As much traffic as they have lost to other and competing forms of transportation, they yet remain the chief reliance of the American people for the exchange of commodities. The questions which confront railroad management confront as well every citizen of the country.

It is not simply the problem of the railroad president or the railroad director. It is the problem of the American people. I wish it were possible for every voter of the country to devote some time to a consideration of the issues involved in this momentous question, so that our transportation system may develop along lines which are consistent with good business judgment and with sound political theory.

—R. V. FLETCHER, Vice-Chairman and General Counsel,
Association of Railway Executives.



Frisco Family News

EASTERN DIVISION

TELEGRAPH DEPARTMENT

HELEN FELLOWS, Reporter

These notes are just a month old, account of a four weeks' vacation spent in the hospital in St. Louis. And since we are extending our vacation still another month, we have no notes for July.

G. R. Pamplin, second trick, Marshallfield, was off a few days account sickness. C. S. Prewitt relieved him.

V. R. Finley worked one night on third trick, Aurora Tower, relieving C. M. Leek.

E. H. Dyer, second trick, Sullivan, was off several days, being relieved by D. Roberts.

B. F. Burt, third trick, St. Clair, was off several nights. E. L. Mooney relieved him.

J. F. Lick worked third trick, Newburg, one night, relieving H. Henry.

A. Chidester, second trick, Southeastern Junction, went fishing the first few days of June. J. F. Lick relieved him. We think AC left a few fish for other Izaak Waltons to catch.

W. W. Lemons, second trick, Newburg, was off a few days, being relieved by J. F. Lick.

Mrs. Della Snyder assumed duties as agent at Crescent, July 2nd, bumping L. J. Porterfield who had been working as relief agent there.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Mrs. F. V. Weivel, wife of signal maintainer, Ft. Smith, and daughters, Camilla, Esther and Thelma are making an extended visit in Santa Rosa, N. M., and Los Angeles, Calif.

Mrs. C. A. Kennedy and son, Raymond, are making an extended visit with relatives and friends in Lincoln, Nebr.

Every Easter, signal helper at Tulsa, and Mrs. Easter are spending their vacation visiting friends in Birmingham, Ala.

Assistant Signalman Drummond is visiting his brother, Burton Lee Drummond, and wife in New York City.

Mrs. L. L. Owen, wife of signal maintainer, Vinita, and son, Paul, visited in Tulsa, recently.

C. H. Joynson, assistant signalman, and family are making their temporary residence in Springfield.

DIVISION STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

PEARL A. FAIN, Reporter

July 4th was quite a quiet day among our employees. No special excitement was reported. The writer enjoyed such a good swim the morning

of the 4th that the after effects of a good sunburn were felt for a week or ten days.

O. H. Miller and family motored to Shadow Rock and enjoyed a quiet 4th. McGraw's Ford is the favorite swimming hole of Rudy Yates, however, he did not go there the 4th.

Henry Nelson was acting storekeeper at Monett, Mo., during a thirty day leave of absence of T. F. Phillips, account illness. We are glad to know, however, that Mr. Phillips is feeling much better and is again on the job at Monett. He visited this office while in Springfield.

H. L. Akridge is now storekeeper at Hugo, Okla., and D. R. Case has taken his place on the supply cars. O. B. Cook is the new counterman and watchman.

Louise Logan, oldest daughter of our janitor, Cecil Logan, returned July 4th from Pocatella, Idaho, where she had been visiting relatives and friends. She did not seem to like the west and came back home sooner than the family had expected her.

Bill White was away from the office the 16th, but no one was told how or where he spent his hours—evidently a deep, dark secret.

Noah Farris and wife are spending a few days in Osceola, visiting friends and fishing in between hours.

Mr. and Mrs. H. A. Seiler and family, of Pittsburgh, Pa., arrived the 16th to spend several days with Mr. and Mrs. Sam Gaston and son. Mr. Seiler was formerly a Frisco employee, but is now with a Steel Works Company in Pittsburgh. The two families plan to motor to the Big Lake, Bagnell Dam, and other points of interest in the Ozark territory while here. Mrs. Seiler is Mrs. Gaston's sister.

Mr. and Mrs. W. D. Price and family plan to spend several days fishing and otherwise thoroughly enjoying themselves, near Osceola the last of this month.

C. C. Meyer thought he all but killed himself the morning of the 15th when he went fishing on the James and Finley near Nixa. It seems he slipped on the slippery rocks, his feet flew up, his bucket went in one direction and fishing tackle in the other. At first he thought he might have broken a rib or two, but he finally decided he was still O. K.

Uncle Joe Wilson, who has been off some little time account illness, has recently been pensioned, and on Saturday the 14th "the boys" presented him with a number of wood carving implements. Uncle Joe was as pleased as if Santa Claus had suddenly come to see him. His greatest hobby is whittling and those who have seen his work know he knows his hobby.

Junius Price, better known as "J", was quite sick for about a week recently and at first the family was afraid of typhoid fever, but we are happy to say that "J" is feeling much better at present. He is the only son of our price clerk, R. G. Price.

Jim Akridge went fishing near Ash Grove a couple weeks ago. Parked his car at the bottom of a hill. An unknown party drove up the hill and parked his car, but failed to apply

the brakes. In the course of time, without warning, the car began to move and rather rapidly and with force down the hill. It hit Mr. Akridge's car square on the side, tearing the fender and pushing in one of the doors, and put two wheels out of line. Now, Jim has to walk until he can get someone in the notion of fixing it up.

For the benefit of our readers out of town: Springfield experienced quite a little hail storm the afternoon of the 14th. The temperature was standing at 101 until about 4:00 o'clock and in no time it had dropped 30 degrees. Hail fell like snow, ranging in size of a marble to a good sized walnut, and much damage was experienced by many. Among our employees: J. W. Myers suffered the loss of a good pear, apple and tomato crop, and will also have to put a new roof on his home. Joe Earl and Sam Gaston will also have to have their roofs repaired, and O. H. Miller's garage needs a new roof, and Sam's grape arbor is ruined, he tells us. One window broken out and slight damage to the roof at the writer's home. 785 windows were broken out at the West Shops. The hail was accompanied by some rain, however, the following morning we received a lovely shower, which, no doubt, will do much good.

AUDITOR-REVENUES DEPT. ST. LOUIS, MO.

JOE KOEHLER and E. L. KOHRING,
Reporters

This department extends its sympathy to Mrs. Tom Brown and family in their recent bereavement.

E. E. Stewart was one of the lucky ones in the T. B. guessing contest. "Stew" estimated there were \$73,942 beans in the jar and just missed the correct amount by 32. He received a beautiful ladies' diamond ring.

Congratulations were extended to C. G. Lamont, who is now a doctor. Dr. Lamont we wish you the best of success in your new enterprise.

Mr. and Mrs. James Murray are spending their vacation in Denver and Estes Park.

Misses Agnes King, Elsie Recks, Ann Hennessy enjoyed a two weeks' ocean trip to Havana and Panama.

The Frisco soft ball team went out last week and earned two hard fought victories due to the great playing of Manager Wild Bill Elchenauer.

Well folks, the Alaska trip up thru the Inside Passage and beyond Skagway to Whitehorse and Lake Atlin is just about as good as you can find anywhere. Snow cappers always in view, glaciers, icebergs, forests and everything—one hates to go to bed for fear of missing something and its daylight all the time. Try it sometime.

"Soapy" McGill, A. V. M.'s new monicker, after reading about Soapy Smith of Skagway—1938.

Can you imagine? Joe Lueke and Andy Roach spent their vacations in New York City at the same time but didn't run across each other.

Harold Doerr changed his mind about going to the Golden Gate and intends to tour the Ozarks in that Model "T" he recently purchased.

Emil Wentz is still missing, due to illness, but we understand he is coming along nicely.

Catching fish is one thing, but recatching them is something else. Manion and Egen caught a nice string and tied them to an oar of their boat. Bill started rowing and the fish got away, so he started diving right after them and found them in the water after the third try. That's Bill for you.

PASSENGER TRAFFIC DEPT. ST. LOUIS, MO.

S. W. CHILTON, Reporter

Baseball gossip reached a new high recently when word was passed around that Bruce Mahon had been benched. Bruce says that his batting average wasn't so hot, but we've heard rumors that his real ability was in scaring the opposing players with that fireman's hair cut of his that he's been getting at Enginehouse No. 29.

Our very well-dressed Raleigh Beatty, who is in the habit of getting measured for this and that piece of wearing apparel, was very much surprised recently when he went in a music store to buy a bass violin to find that he even had to be measured for that. Raleigh decided on an extra long size so that he wouldn't have to prop it up on a soap box every time he played it.

There's no question about Tom Williamson having the coolest spot anywhere to sleep. A cot on the roof of his rock abode is just about the nicest place we can think of these hot nights.

The travel bug has bitten some of us this summer while a few have remained at home for vacations. Tom Williamson traveled to California and ditto for Eddie Grob. Lou Coffin spent his vacation in New York and John Schweitzer in Michigan. Edward Bernard is getting a touch of military life as a member of the 407th Division of the Reserve Officers and has been doing his squads rights and lefts at Fort Crook, Omaha, Nebr.

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

DAZEL LEWIS, Reporter

New cars are very much in evidence among employees of this department: Leo E. Barrett has a new Oldsmobile, and Harry K. Hayes and F. L. Pursley are sporting new Dodges.

G. T. Blankenship, the Ike Walton of the Ozark Trails, has just returned from a visit in the famous Roaring River country. He was accompanied by Mrs. Blankenship and their daughter and son-in-law, of Dallas, Texas.

Leo E. Barrett recently visited his brother and family in Kansas City.

D. E. Holden and family, of Portland, Ore., are visiting Mr. Holden's sister, Mrs. H. I. Dickerson, of this office, and other relatives in the city.

Despite the extremely warm weather we have been having, C. E. Martin, waxed poetic one day, and composed the following:

"What joy it is to pause a while,
Amid the burden of the day,
Dreaming—a few moments beguile,
Admiring the office bouquets.

Roses—yellow, pink, white and red,
Their varied hues and beauty rare,
Sweet fragrance, so when all is said,
Make brighter days with less of care."

MONETT LOCOMOTIVE DEPARTMENT NEWS

MARGUERITE FROSSARD, Reporter

First of all, before indulging in small talk and gossip, let us introduce to you Master Leo Carney, who made his first appearance in this weary old world on June 17, and calmly and deliberately installed himself in the home of Mr. and Mrs. C. C. Carney, where he appears to have every intention of taking up permanent abode.

One eagerly anticipated vacation now only a pleasant memory! However, as every minute of it was greatly enjoyed, there is nothing to express regret for. Thus opines Fred Lake, boiler foreman, who returned to work July 11 after cavorting madly over practically the entire highway system of the State of Missouri, sight-seeing at various points of interest, and visiting long neglected relatives. This desire for travel was no doubt induced by the possession of a new Ford V-8, which, according to Mr. Lake, simply leaps up and takes off of its own accord.

G. M. Williams, machinist, enjoyed a visit from his daughter, Anabel, of Concordia, Kansas, the latter part of June.

A very lucky young lady is Vada Holland, daughter of Engineer T. P. Holland, who, in a recent popularity vote contest sponsored by the local merchants, was awarded a trip to the World's Fair, all expenses paid. Vada will make the trip in company with

her sister Madelyn, and has promises of being royally entertained.

Our diligent young machinist apprentice, Raymond W. English, has taken upon himself new and heavy responsibilities—he is now the head of a family, consisting of the former Miss June Mourgila, of this city. The young couple were married on June 24, at the Waldensian Church. We sincerely trust their first stroke of luck is not an example of their future fate, for it was neither pleasant nor profitable—speaking of Raymond's enforced sojourn to the hospital at St. Louis to have an offending pair of tonsils eradicated.

High up in the rugged Rockies, in the sparsely inhabited vicinity of Crested Butte, Colorado, Engineer D. C. Blakeslee is reveling in a vacation of relaxation and leisure. He plans to be gone a month or six weeks.

Mrs. Minnie Werren, widow of deceased Engineer E. J. Werren, passed away suddenly at her home in Monett on July 12. The remains were taken to Effingham, Illinois, her former home, for burial.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

DOROTHEA HYDE, Reporter

Several former stores department employees have paid us a visit during the past month. Luther Utley, at the present a resident of Dallas, Texas,

World-Wide Circle of Railroad Friendship

I take the liberty of extending this invitation to all the railroad men of Mexico and of all the world, in order that we might establish an organization that could be called the World-Wide Circle of Railroad Friendship (Circulo Mundial de Amistad Ferrocarrilera) with the object of strengthening the ties of fraternal relations that should exist among all the workers of an industry and to make possible the exchange of actual proofs of brotherhood among themselves, as outside of their place of residence or outside of their own country they might not have anyone with whom to exchange thoughts except their own companions of the rail. Soon this circle would be able to form itself into an interchange of fraternal correspondence between the workers interested in the organization of the circle with the object of exchanging impressions and to see what would be the best manner to give life to the idea. For my part, it occurs to me that we could found, in time, of course, an international railroad periodical that would have a section for each language, with news of general interest, photographs of different points of interest and of the important railroad centers.

In all the languages of the countries in which there are railroads, there would be published all that which might contribute to the betterment, not only of the railroads, properly speaking, but especially of the moral and intellectual level of the workers, and in a word, they would see the manner of converting that World-Wide Circle of Railroad Friendship into a veritable chain of universal fraternity.

With this object, I ask all the "rails" of the American Continent and of the rest of the world to write to the undersigned. To the railroad press in general, I ask the reproduction of this article in the corresponding language of its publication.

MACEDONIO PLATAS,

Violeta No. 91, Mexico, D. F., Mex.

(Editor's Note—Mr. Platas is editor of the English section of "Ferroales", the magazine published by the Ferrocarriles Nacionales de Mexico for its employees. His office is located in the Colonia station, Mexico City, Mexico; Estacion Colonia, Mexico, D. F.)

called on several of the boys. They all report he is looking plenty prosperous. Business certainly did pick up around here for a few minutes July 7, when our good friend Charles (Butch) Gustin walked in on us. We just have to hand it to Butch for he can always manage to say something clever as well as drive a new car, this time it's a dark red Chevrolet. Howard E. Bateman, of Taneyville, visited J. C. Kerr and other friends in the office Saturday, June 23. Mr. Bateman worked here several years ago as head price clerk.

The Emmett Mayabb family have been enjoying a visit with Mr. Mayabb's sister and niece, Mrs. Bertha Gouty, of Denver, and Mrs. Fannie Stubbs, of Parks, Texas. Mrs. Stubbs' small daughter, Shirley Ann, came along to visit John Charles.

Determined to learn to skate, Mrs. Paul Krueger was trying her best out at Doling Park a few nights ago and happened to have the misfortune of falling and breaking her arm. Our sympathy certainly goes out to Mrs. Krueger, for it's bad enough to have your arm broken much less a husband like Paul to kid you while you are ill.

Glad to report M. M. Slisson is back in the office after a month's stay in the St. Louis hospital, where he received treatment for an infected eye. Notice bandages have all been removed and Mr. Slisson is happy to say he can see again out of his eye.

George Wood is the proud owner of a car, "The Fire Chief". What we want to know now is, why did you get a red one, George?

July 8 Homer Weber and family went to St. Louis. They attended church and reported a good time in general. Homer said his part of the trip was to open the doors, lug the baggage and pay the bills.

Porter Leavitt and family spent a week of the past month in a nice cool cabin at Idle Wild. It was a vacation for Mrs. Leavitt and the children, but Porter drove back and forth to work each day.

At this writing Jake Fullerton and wife are down on Big Beaver River fishing. Will say one thing for Jake, when he gets back he will have caught the largest quantity, heaviest weighing, and best variety of anyone.

Paul Gaylor's young son, Joe, has been doing some trading or selling of some kittens that have recently made their home with the Gaylors. It seems that Joe first asked permission of his dad to sell the kittens for the sum of 5c each—I believe the price desired in order to increase his Fourth of July funds. After getting his dad's permission he traded one for a gun to a little playmate, after which trade the cat died, and to make the story end tragically his dad made him return the gun to the former owner. The rest of the kittens are still in the Gaylor home and naturally Joe is unhappy over his first business transaction.

OFFICE OF GENERAL MANAGER

ORVILLE COBLE, Reporter

Congratulations to Hobert F. Madison, upon his promotion to the position of chief clerk to superintendent, River division at Chaffee. V. B. Gleaves succeeds him as secretary to general manager.

Hobert began his railroad career on the Southern division, as secretary to superintendent. He entered this office as secretary to assistant chief clerk, and worked subsequently as secretary to assistant general manager, and general manager.

Victor started on the Eastern division as secretary to superintendent, and has held in this office the positions of secretary to assistant chief clerk, assistant

general manager, and chief clerk. J. M. Connolly and G. S. Danley enjoyed vacations this month.

DIVISION AND STORES ACCOUNTANT SPRINGFIELD, MO.

ILA COOK, Reporter

Good old summertime. The members of this department have been enjoying the summer, so far—some go swimming, picnicking, fishing, week-ending to various resorts within driving distance, and some have even had the nerve to play golf. Anyway, it has been fun.

And visitors! If we cannot go places ourselves, the folks must come to us.

Miss Mary Newton and family have had the pleasure of entertaining the Misses Margaret Ann and Mary Church, of Clinton, Mo., and Miss Janet Newton, of Cuba, Mo. These little ladies are nieces of Miss Newton, and, as they are quite young, we think they were rather brave to stay away from home for three weeks, even if it was at grandmother's.

Mr. and Mrs. Ray Lodge have had the sister of Mrs. Lodge and her children, of Kansas City, as visitors.

Mrs. J. E. O'Brien has just returned from a visit with relatives in Clyde, New York.

Mrs. O. L. Baker, of St. Louis, was a visitor in Springfield over the Fourth. While here, Mrs. Baker was the guest of her parents, Mr. and Mrs. Emil Davis, of Mt. Vernon Street Road.

We have heard many tales about the Scotchman, but we never dreamed that one in our midst (an Irish girl, at that) would turn Scotch. Miss Marguerite O'Brien carried a pillow to a ball game recently, but instead of sitting on it, she held it in her lap during the entire game. We really did not think it of you, Marguerite.

The many friends of Claude McBroom were shocked to hear of his sudden death. Our sincere sympathy is extended to his family.

Misses Mary and Alice Pepoon, of Okmulgee, Okla., and Mrs. H. R. Viggers, of St. Louis, have been the guests of Mr. and Mrs. A. E. Biggers. The ladies are aunts of Mrs. Biggers. Audie says it is almost like Memphis, now that they have a place with their own furniture and can entertain friends. That's southern hospitality for you.

Do you remember your visit to the photographer to have the baby's first picture taken? How you all tried to make the youngster smile or at least not to cry? Well, Charlie Small has had a somewhat similar experience. The only difference was, when it was time to leave, Clifton was determined to keep the rattle the photographer had "loaned" him, and Charlie had to buy the rattle.

Miss Ethel Copeland spent the weekend of the Fourth in Hollister. She acquired that tan that so many girls long for.

Mrs. A. E. Hoehle and sons, Donald and Robert spent the last two weeks visiting relatives and friends in St. Louis.

Miss Anna Mason, former clerk in this office, and now employed in the office of the state statistician in Columbia, spent three days here recently. Anna likes her work very much.

Robert Churchill, of St. Louis, has been the guest of his aunt, Mrs. A. E. Biggers. Robert has just returned from a vacation spent on a ranch near Bella Vista, Colo.

The rain that everyone was wishing for, finally came July 14, but it brought disaster with it. It hailed so hard and fast that many houses were damaged. Several windows were broken in the home of Miss Marguerite O'Brien, and P. C. Freeman's car had huge holes through the top.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Billy Burl and Betty Helen, children of Burl Thomas, caller, accompanied by their grandparents, Mr. and Mrs. L. F. Thomas, are enjoying the Century of Progress Exposition.

Mrs. S. P. Jolley and two small daughters enjoyed a trip to Memphis, Tenn., and Amory, Miss. Mrs. Jolley said the absence of rocks was quite noticeable, but she preferred the Ozark hills and wild flowers to the southern scenery.

Mrs. D. J. Spain and grandson, Wesley Spain, mother and son of General Yardmaster Spain, are visiting relatives in Denver, Colo.

Mackie Mott, Jr., grandson of Yardmaster W. L. Mayfield, has been quite ill, but we are happy to report the little fellow rapidly recovering.

Carl Wright, our operator golf champion, has been making some good records this season in the golf tournaments on nearby links.

D. C. Blakeslee and family have returned from a delightful vacation in Colorado. Mr. Blakeslee reports having seen frost July 10th.

"The biggest fish I ever caught was the fish that got away," that was the story Richard Mills had when he returned from the river the other day, and as proof he brought back a broken fly rod and an exciting experience, but to appreciate the story you should hear "Dick" relate it personally.

G. D. Shreve, switchman, is taking a few days rest during the hot weather. Mr. Shreve is the oldest switchman in Monett yards in point of service; his service dating from December 22, 1901.

George Harmon, station master, is in the St. Louis hospital for examination and treatment. He is being relieved by Charles Marshall.

Harrison Yocum, a former Frisco employee at Monett, but now a traffic representative of the Continental Oil Co. at Ponca City, Okla., was renewing acquaintances among his former railroad associates while on his vacation recently.

MONETT YARDS

LINZY LLOYD, Reporter

Max McClanahan and E. O. Gillette were St. Louis visitors over the weekend, where they attended the ball game. Reporting a large crowd, despite the hot weather.

Mr. and Mrs. G. D. Shreves and Mrs. Jesse J. Newberry attended the funeral of Mr. Shreve's niece, Miss Lois Mae Shreves, of East St. Louis, Ill.

W. L. Cannady, switchman on the 10:50 p. m. coach engine, has recently traded his residence for a beautiful suburban tract with a very modern home. With this acquired acreage we expect Bill will have most of his spare time occupied.

Harmon Gray and his father, J. M. Gray, made a trip to the St. Louis hospital, where they visited Mr. J. M. Gray's brother.

George Harmon, station master, has gone to the Frisco Hospital at St. Louis for an examination and possibly an operation. Mrs. Harmon will accompany him to the hospital. Let's hope an operation will not be necessary.

Practically all the emergency switchmen in the Monett Terminal were called back to work during the Fourth of July week, account the regular men celebrating at different resorts and places of recreation.

G. D. Shreves, foreman on the 7 a. m. job has been seriously ill for the past few days with acute gastritis. At the present writing, Mr. Shreves seems to be improving.

We wish to congratulate Miss Mae

Prevo and Hubert Edwards, son of H. H. Edwards, on receiving first prizes in the "Ship by Rail" contest. The Frisco Employees' Club was sponsor of this contest.

Mr. and Mrs. H. L. Joyce and son, Jack, made a week-end trip to the Illinois River. They took their new camp trailer which they had recently built and used for the first time on this trip. This trailer is equipped with the very latest conveniences, such as ice box, upper and lower berths and everything to make a trip pleasant. Now we really know what it takes to make an outing enjoyable, after looking over this modern conveyance.

Buster Morris, who has been in the Frisco Hospital for some time, account of an injury to his leg, which he received while on duty, is home for a short visit with his family, but expects to return to the hospital again for future treatments.

Mr. and Mrs. Linzy Lloyd had as their guests Mrs. Campbell and little daughter, June, of Houston, Texas, who enjoyed, for the first time, a Frisco air-conditioned coach. Mrs. Campbell says she doesn't understand why everyone does not travel by rail, where they have such efficient service.

OFFICE SUPERINTENDENT TRANSPORTATION

EULA STRATTON, Reporter

August finds us sweltering from the most severe heat wave the Ozarks have ever known, but we are enjoying our vacations in spite of it: Anna Kelfer, in company with Rosemary and Billie Young, son and daughter of Brakeman C. A. Young, of the Eastern division, journeyed to Washington, D. C., thence on to Atlantic City and New York, to enjoy all the thrills.

Jessie Laub vacationed in New Orleans, visiting her son, Cleveland Laub, who is in business there.

Mrs. L. D. Anderson, daughter, Lena, and sons, Harold and Eugene, spent a delightful vacation with relatives in Mill Grove, Mo.

Mrs. F. H. Masters spent quite some time in Wichita, Kans., with that adorable granddaughter, Nancy King. Nancy's parents, the E. J. Kings—are now located in Wichita.

Mamie Bradley had a regular Ozarkian vacation, camping out near Forsythe, spending the time fishing, boating and swimming.

Lenna Solomon is away on a several weeks' leave, resting up a bit and visiting here and there—mostly with relatives at Lebanon. And speaking of Lebanon, Mo., Helen Deckert spends just about every other Sunday there. Says the drive down is refreshing and the food there delicious.

Seems those not going on vacations are entertaining vacationists: Harry Cameron, of Whittier, Calif., is the guest of his grandparents, Mr. and Mrs. Tom Lyons, and Mrs. Eva Ferguson and daughter, Ruth, of St. Joseph, Mo., are visiting with Mrs. Ferguson's sister, Bessie Huff.

SOUTHWESTERN DIVISION

TRAFFIC DEPARTMENT—TULSA

MARGERY A. O'BRIEN, Reporter

We are having some real summer weather in Tulsa. The temperature was 107 yesterday, the highest mark in seventeen years. One don't know whether to brag about it being warmer here than some of our neighboring cities or not. At any rate, it is too hot.

In spite of the hot days, we are having banner crowds at our evening ball games—Tulsa is playing some real ball, and, while we are only in third place, we hope to be at the top before the pennant season closes.

We continue to enjoy a nice increased passenger travel, due to our air-cooled equipment.

We all enjoyed a nice holiday over the Fourth of July. Miss Maloney spent her day off with friends in St. Louis, while Mr. Rainey and others motored out of town.

Matt W. Connelly is away on his vacation this week. Mr. Connelly and his wife and little girl have gone to Memphis to visit with his parents.

Regret to say we have two members of our office force off on account of sickness—R. W. Berry and P. F. Atkinson. We hope they will be back on the job within a few days.

Mrs. O. P. Rainey and her two small children have returned home after several weeks' vacation with her parents in Springfield.

The Frisco Ladies' Club have abandoned their monthly meetings for the summer season, many of the ladies being out of town, due to the extreme hot weather.

OFFICE OF TERMINAL TRAINMASTER WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

The many friends of J. W. Skaggs, terminal superintendent, Kansas City, were shocked and grieved at the news of his death, which occurred at Kansas City July 20. Death was caused by heart trouble. Mr. Skaggs was acting superintendent terminals during the time the Southwestern division was consolidated with Tulsa Terminals in 1927. He leaves a widow and one son, to whom we extend our sympathy.

C. W. Collins, crossing watchman, who has been quite ill for several days, is reported improving. We hope he will soon be able to return to work.

Wilber Hottle, son of J. A. Hottle, yardmaster, who was operated on recently at Morningside Hospital, is able to return to his home.

Also, we are glad to report P. J. Mulrenin, engineer, who underwent an operation recently at Morningside Hospital, is improved sufficiently to be removed to his home. His many friends will be glad to hear this news.

Earl Benson has returned to duty after and absence of several days. He was relieved, during his absence, by Bernard Mulrenin.

R. N. Volker, switchman, has left for Chicago, where he will spend several days, looking over the Century of Progress.

W. H. Cashman, operator, has returned to duty after an absence of several days, account illness. He was relieved, during his absence, by E. F. Oakes.

J. L. Reno, engineer, has returned from Los Angeles, Calif., where he has been visiting for some time with his daughter.

RIVER DIVISION

HAYTI, MO.

JIM APPLING, Reporter

We consider ourselves fortunate indeed to hear that our good friend, Jim Myers, has returned from the hospital in better health than he has enjoyed in years. Mr. Myers is an engineer for the Frisco.

Mr. Hogue and his wife were very fortunate to escape from an automobile

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It's a swell word to describe the gas-attack of that dreadnaught pipe. Webster prints it and says "obsolete"—passed out of use. The young lady caught one whiff and passed out without saying even that much.

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accident near here with only slight injuries. Mr. Hogue is an engineer for the Frisco.

We are glad to hear that Mr. McCain is returning to work after a short period of illness. Mr. McCain is an engineer for the Frisco.

F. C. Larson enjoyed the fourth at his camp on the Eleven Point River. Mr. Larson is foreman of the Hayti shops.

J. J. Appling enjoyed a week-end in Memphis visiting Phil Shipman. Mr. Appling is a machinist at the Hayti shops. Mr. Shipman is boilermaker foreman in the Memphis shops.

F. X. Schumacher, Fred Larson, J. M. Cromer, R. C. Goodin and Jno. Davis, express agents, attended an express employees' meeting at Popular Bluff, July 13.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ELIZABETH GRIESHABER, Reporter

The many friends of Claud McBroom, chief clerk at Chaffee, were grieved to learn of his sudden death June 19th. Although he spent about two weeks in the Frisco hospital the early part of May, his condition was not considered serious. He worked the entire day on the 19th, leaving the office about 6:00 p. m. and passed away at his home about half an hour later of heart failure. Mr. McBroom served the Frisco over 31 years.

Miss Eloise Bond, daughter of Emmett Bond, brakeman, will leave

for Ridgecrest, N. C., June 29th, as a delegate to a B. Y. P. U. Convention.

J. A. Chronister, car distributor, took a week's vacation the early part of June. In view of having been seen meeting trains each day, it is apparent he continued to keep check on his cars even though on vacation. W. S. Johnston relieved him.

Frank Morgan, dispatcher, is at present time in the Frisco hospital, having taken ill while on duty one night.

Walter Essner, who was with the Frisco a few years ago, is back as secretary to superintendent, succeeding E. W. Smith, who is taking care of the duties of chief clerk.

N. S. Williams, of Springfield, who has been located at Chaffee for the past several weeks in connection with construction of the new turn table, was absent for a few days, and on his return informed us that a fine baby boy had arrived at his home.

B. J. Grieshaber, operator at Wilson, Ark., spent the early part of July visiting his mother at Chaffee.

Miss Lorena Bollinger of Chicago is vacationing in our part of the country. Miss Bollinger will be remembered as one of the stenographers in our office before the depression hit us.

Lloyd Smith, son of H. A. Smith, conductor, is visiting friends in St. Louis.

Mr. and Mrs. Harold Richter, of St. Louis, visited Mrs. Richter's parents, Mr. and Mrs. E. J. Harrell, at Chaffee the early part of July.

Earl Fatchett relieved O. L. Cole, trucker, at the freight house several days the middle of July.

Ray Fatchett relieved G. A. Morgan as clerk one day the early part of July

account "Gen" visiting his father at the hospital, St. Louis.

POCAHONTAS, ARK.

J. A. ROBINSON, Reporter

The recent rains in this section have put a lot of "pep" in everybody. Considering the reduction in acreage this year, indications are there will be a good crop of cotton. Other crops are also doing nicely, and we note a decided increase in the cream movement.

Our comparative statement for May and June still continues to show a nice increase over last year, and we believe business is going to continue to be good throughout the year. We started the effective date of moving livestock under the new arrangement with a carload of pick-up shipments and every shipping day since has increased the number of head until last Tuesday we moved almost two cars. The people like it, and we believe it is just the thing we need.

The Pittsburgh-Des Moines Steel Co. has almost completed the beautiful bridge across Black River here, and a big dedication is being planned for some time in August. With the completion of this work, another highway contract, with an expenditure of \$90,000.00, is to begin in the very near future by the Hartman Clark Bros. Co., of Peoria, Ill. This job is paving in and around Pocahontas, and will mean a nice addition to our business. The D. F. Jones Construction Company have finished the grading of highway 67 between Pocahontas and Lesterville, and are now receiving gravel at the rate of about eight cars per day for the surfacing.

Fishing has not been so good in the rivers in this section as yet. Several nice catches of bass and pan fish have been made in the creeks, however.

Arrangements are now being made at Walnut Ridge to take care of a large movement of road building material for the paving of highway 25, between Walnut Ridge and Paragould.

CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

Our deepest sympathy is extended to the family of C. C. McBroom, chief clerk to J. S. McMillan, who died June 19th. Mr. McBroom had not been in very good health for some time, but had remained on the job. On June 19th he worked until after 5 p. m. When he arrived home he dropped to a couch to rest for a while and passed away about 6:30 p. m. With the exception of about two years spent at Ft. Smith, Ark., Mr. McBroom had been chief clerk at Chaffee for about twenty-seven years and will be greatly missed by the Frisco as well as his many friends.

E. W. Smith, secretary to J. S. McMillan, and acting chief clerk for the past month, left July 15th for Springfield, Mo., where he has been transferred. Sorry to see Mr. Smith go and everyone wishes him success in his new position.

Miss Margaret Allard, daughter of claim agent, and Mrs. Harry Allard, who is in nurse's training at St. Lukes Hospital in St. Louis, arrived here on July 15th to spend a month's vacation with her parents.

Our sympathy is extended to the family of Henry H. Fee, crossing watchman at Birmingham, Ala., who died at Cape Girardeau on June 24th. Mr. Fee had been in ill health for the past few years and for the past three months had been confined to his bed.

Mrs. Henry B. Heft, daughter of Conductor and Mrs. J. S. Lloyd, underwent a major operation at the Missouri

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LOUISVILLE — KENTUCKY

Pacific hospital in St. Louis recently. Mrs. Heft is recovering from the operation very satisfactorily and will soon be able to be taken to her home.

J. T. Hulehan, general agent, who spent several days at the Frisco hospital in St. Louis recently, has returned home and is again on the job.

NORTHERN DIVISION

OFFICE OF SUPERINTENDENT FORT SCOTT, KANS.

BLANCHE BICKNELL, Reporter

Mrs. C. E. Allison, daughter, Roberta, family of conductor, are spending the summer in Victorsville, Calif.

Miss Teresa Bayless has been assigned to the temporary vacancy of stenographer-clerk, Fort Scott, in the absence of Miss Roth. Miss Roth, who recently underwent an operation, has now left the hospital and is at her home in Cherryvale. She is reported to be getting along very nicely, and expects to return to duty in about sixty days.

Edward Collins, who worked temporarily for a few days in division engineer's office, Fort Scott, and also a few days in assistant superintendent Olson's office at Neodesha, has returned to his home in Memphis.

Miss Marion Ida Moreland, daughter of T. W. Moreland, chief clerk, is visiting an aunt in Chicago, Ill.

Brakeman M. M. Swope and family, have returned from a several weeks' visit in Chicago.

Yard clerks H. E. Clark and Marvin Darling laid off a few days this month; L. J. Timberlake substituting for them. L. J. Timberlake and wife are planning a trip to Chicago for a few days, expecting to take in the Fair.

Superintendent J. A. Moran and wife are enjoying a few days vacation in Los Angeles, Calif.

Jack Dalton and wife, are visiting relatives and friends in Springfield, Mo. Jack is enjoying a few days vacation.

Earl Hamm, who has been working at Joplin, is now back again at Fort Scott, working.

Yardmaster E. L. Wood is driving a new Ford V-8 sport model coupe.

OFFICE SUPERINTENDENT TERMINALS—KANSAS CITY, MO.

TOM KEHOE, Reporter

As a seasoned reporter, of some years standing in these columns, I want to take this opportunity of welcoming W. C. Abercrombie, reporter for the mechanical department, into the fold. I enjoyed your notes last month very much, Boots, old pal, and am looking forward to keeping in touch with the "golings on" in the mechanical department through your column.

Harold Kirkpatrick, son of J. L. Kirkpatrick, engineer, and the former Edna Mae Curry, were married on June 30, 1934. They have our most hearty congratulations and best wishes for a long life of happiness.

George Walker, brakeman, is in St. Louis hospital, recovering from a foot operation performed June 29th. We wish him a speedy recovery and hope to see him well and back on the job in the near future.

Wish to extend sympathy to the family of J. H. Marshall, pensioned engineer, who passed away on July 9th.

E. A. Lancaster, switchman, and wife are visiting relatives in Cleveland, Ohio.

Miss Katherine Waidelick, telegrapher, enjoyed the Century of Progress so much last year that she has gone back for more, spending the week of July 15th, investigating the new additions to the "Bigger and Better" exhibition.

R. L. Breese, switchman, and wife are spending a two weeks' vacation in Benton Harbor, Mich.

John Anderson, yard clerk, and wife spent the last half of June visiting with the "home folks" in Aurora, Mo. His rash promises of bringing all of the boys a mess of fish on his return, July 7, was met with the same old alibi—some one had been there first.

Mrs. T. C. Kehoe, and small son, Jack, left July 15 for a vacation in

the east. They plan to visit in Philadelphia and Washington before they return sometime in August.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

WILLARD C. ABERCROMBIE,
Reporter

E. W. Brown, general foreman, is enjoying the visit of his two sons, Everett, Jr., and Lee Laurin, who hail from Houston, Texas, where they are going to school.

John Bigelow has returned to work after nine months absence on account of lay off.

Mr. Childs, boiler foreman, just returned from a vacation spent in touring the eastern states.

Jack Coliflower, son of John Coliflower, pipefitter, has started serving machinist apprenticeship.

Bernard Hasler, who recently finished serving apprenticeship is now on machinist's extra board.

Joe Swartz (Hitler), deadwork foreman, has just returned from his vacation. "Hitler" said he stayed at home and enjoyed the hot weather.

Elmer Burg, electrician, is the proud owner of a new Studebaker coach and he recently made a trip to Minnesota, where he spent a week's vacation, fishing, etc.

Chas. Frizzel and John Coliflower have returned from the hospital, and are now recuperating.

Everyone was greatly shocked by the sudden death of Mr. J. W. Skaggs, superintendent of terminals, who died Friday, July 13th. We wish to express our deepest sympathy to Mrs. Skaggs and family.

Local No. 4 expresses deepest sympathy to George Rowe, whose mother died in Illinois.

Wylie McCready, who was formerly tool room man, is now stationary engineer on 4 to 12 midnight shift. Mr. McCready's former job was filled by Claude Coffey, machinist, 3rd class.

George Kent, formerly roundhouse machinist, has taken a job in the back shop under Mr. Swartz.

Just received word that Frank Bertina, 2nd class machinist, was in an automobile accident today (July 16). Have been unable to learn all the

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details, but understand that Mrs. Bertina and daughter were injured.

Engineer William T. Barker, who runs a switch engine in the Kansas City Yard, will be retired on the last day of July account of reaching the age limit. Mr. Barker has run a switch engine here for the past 40 years.

OFFICE OF GENERAL AGENT KANSAS CITY, MO.

MARK M. CASSIDY, Reporter

Employees of the local office were shocked and surprised to learn of the sudden death of J. W. Skaggs, superintendent of Kansas City terminal. The condolences and sympathy of this office are extended to his bereaved family. Mr. Skaggs was buried Monday, July 16th.

Willie Collins spent his two weeks' vacation journeying to, from and in California. Bill spent three whole days in the celebrated state, and upon his return says that any one can have his share. (The fish wouldn't bite at Catalina, but Bill enjoyed his vacation just the same.)

Kelley of the bill-desk, and Britt and Jett of the warehouse, were summoned to Topeka, Kansas, July 12th, to be present as witnesses at the indictment proceedings of a man accused of receiving freight stolen from a Frisco car at Pittsburg, Kans. The accused was bound over for trial by the Federal grand jury. Kelley, Britt and Jett enjoyed the trip and the proceedings, but didn't seem to like the heat.

Andy Kranichfield spent the July 4th holidays at Havana, Kans. Andy enjoyed the stay, and while at Havana, attended a rodeo. Andy essayed to ride a bucking steer, after deriding the men who had been thrown. The men invited Andy to have a try, and the trial ended after the first jump. Don't know how many times Andy bounced, because he has no memory of the affair after that first jump.

TELEGRAPH DEPARTMENT FT. SCOTT, KANS.

ALICE HOGAN, Reporter

O. W. Anglum, formerly agent at Everton, Mo., has resigned to accept an appointment as postmaster at Ash Grove, Mo. F. O. Lawler is working at Everton temporarily until an assignment is made.

A. P. Parks, second trick wire chief at Ft. Scott, and his family motored to Miami, Okla., July 4th, where they spent the day with Mr. and Mrs. J. F. Lee. A. R. Pearson, from Springfield, worked at "F. D." office relieving Mr. Parks.

B. R. Tate recently spent a day or two in Ft. Scott with friends. "Ben" was one of our dispatchers and assistant chief dispatcher before reduction in force. He has a position as bookkeeper with a concern in Del Rio, Texas, now.

Miss Kate Waidelich, "OX" office at Kansas City, is taking a week's vacation. P. E. Newell is working in her absence.

We are sorry to report that Mrs. Edith Austin, chief telephone operator, is ill in St. Louis hospital.

John Chesney, first trick operator at Edward, returned to work July 6 after a short vacation.

J. A. Hamm, who is on a leave of absence on account of sickness, is doing nicely at his suburban home south of Ft. Scott.

TRAFFIC DEPARTMENT KANSAS CITY, MO.

R. E. MARING, Reporter

It is not often we are shocked as much as we were upon hearing of the untimely death of Superintendent Skaggs, which resulted from a heart attack while driving with his family, July 13, and on the eve of a vacation trip to Minnesota. Mr. Skaggs was a gentleman in all that the word implies, and was beloved by all. We who have worked with him through the years feel a sense of personal loss in his passing.

Passenger Agent Wilson has not yet descended from the heights, following the announcement that the Frisco was designated the official route to the American Legion Convention, Miami, Florida, next October for the State of Missouri. In view of the competition for this business, believe all will agree it was some accomplishment on the part of all who had a part in it.

We are beginning to wonder if our Mabel Stewart is not becoming a chiseler. Our knowledge of a certain deal has lead us to the conclusion that we had better not leave any grounds for suit.

Solicitor John Sachen recently had his nocturnal slumbers rudely disturbed by machine gunners who took

the life of John Lazia a local politician. While they did not room together, they lived in the same apartment hotel. Watch your step, John.

Traveling Agent Stephens is bemoaning the fact that there is no sixteen hour law affecting traveling solicitors, which would have called a halt to his activities on a recent "day".

The first contingent of Boy Scouts, about 140 strong, left Kansas City on our train 21, July 16, for their camp at Osceola, Mo. It is expected that three similar movements will take place this summer.

We enjoyed the movement of several delegations of Elks to their B. P. O. E. Convention held at Kansas City, July 15th to 20th, including a special sleeper from Florida, and the Springfield (Missouri) Boys' Band of approximately 100.

WICHITA, KANSAS

LOTA L. WILLIAMS, Reporter

Now that the noise of firecrackers and worse has died away, here ye this tale of a fish that once disported so freely in the still cool waters of the Van Fossen Lake near Wichita, but when E. J. Immele and Frank Archer dangled their hooks in the lake on the Fourth they not only caught the three-pound bass, but about fifteen pounds of other unwary fishes. They tell me that Americans are prone to exaggerate, but their story sounded convincing to me, especially after they exhibited a picture of their big catch as proof.

We call it LUCK, but anyway, Frank Archer, chief clerk, just for pastime, entered some contests and all in one day was notified he had received a case of beer and some complimentary tickets to various places of amusement—that's almost enough to make one forget the heat.

I have been so busy trying to keep cool that I haven't been listening for any news, but I do recall that Alfred Malmgren, fireman, Neodesha, and Mrs. Malmgren spent several days visiting at Springfield and fishing at Lake Taneycoma on the White River near Branson, Mo. The Ozarks are attracting quite a number from here—especially the fishermen.

Mrs. A. L. Milliken, wife of our Augusta, Kansas, agent, reported a very delightful trip to Pensacola for the Veterans' reunion.



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Franklin Automatic Compensator and Snubber For Driving Boxes

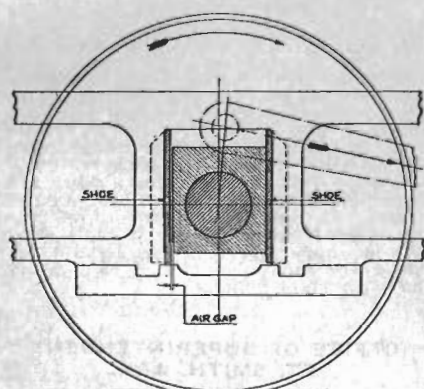


Fig. No. 1

Description

In the modern locomotive essentially the same construction is provided in the frame to retain the driving boxes in position that was incorporated in its early predecessors of much smaller size. The frame is provided with the same general design of jaws. The driving box is assembled from the bottom and a binder or pedestal cap is applied to stiffen the frame and retain the jaws and box in position.

To compensate for driving box and pedestal wear, caused by vertical movement of the driving box relative to the frame, it was early found necessary to provide replaceable shoes, as shown in Figure 1, which could be renewed from time to time. Due to normal heat between the journal and its bearing, and subsequent expansion of the driving box, it was also necessary to allow for clearance when the box was cold, and provide between the box and the shoes an air gap as indicated in Figure 1. As this air gap had, of necessity, to be ample to care for the maximum expansion which would occur under operating conditions, there was necessarily slack or lost motion at all times, except under maximum driving box expansion. As normal wear developed, this air gap increased in dimensions and the effect of the blows delivered by the rods became more pronounced. When it is considered that, in operation, movement of the side rods causes reversal of stresses twice every revolution, the destructive effects on driving boxes and related parts, due to lost motion, is obvious.

In an effort to maintain the air gap at the minimum required, to care for

the expansion of the box, and to permit of adjustment for wear, a wedge was applied to the rear jaw as shown by Figure 2. This wedge is adjusted by hand and, within the limits of the personal element, the air gap retained at the desired amount when all parts of the assembly were cold and, theoretically, is eliminated when the various parts reached their maximum operating temperature. However, under practical conditions, in order to avoid sticking of the driving box, a sufficient air gap must be allowed to care for the maximum expansion of the box and, therefore, an air gap exists under all other conditions. As a result, shocks, due to lost motion are experienced under all operating conditions except when the maximum heating allowed for takes place. These shocks are disastrous to the adjacent parts of the structure, and result in rapid wear of all bearing fits and fatigue of all parts.

To automatically maintain proper relationship of all parts of the driving box assembly, the Franklin Automatic Compensator and Snubber was developed as shown by Figure 3. This consists of:

- A. Parallel sided floating plate
- B. Compensator to take care of change in temperature or to automatically take up wear

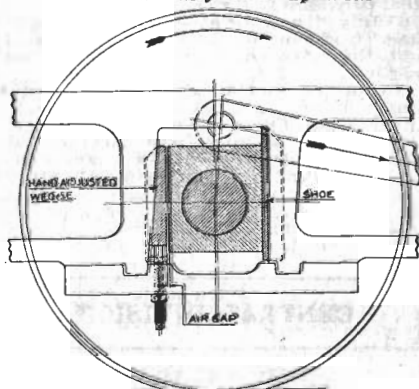


Fig. No. 2

- C. Mechanical extension of the compensator
- D. Preliminary resilient means for compensator
- E. Preliminary stop for compensator
- F. Locked up snubber for compensator
- G. Mechanical stop for limited snubber movement
- H. Means for initially adjusting compensator.

The spring "D" holds the compensator "B" in the position shown. As expansion of the box occurs, the compensator "B" is forced downward, being resisted by the spring "D" and this spring offers the only resisting force, until the preliminary stop "E" is reached. This spring is of ample

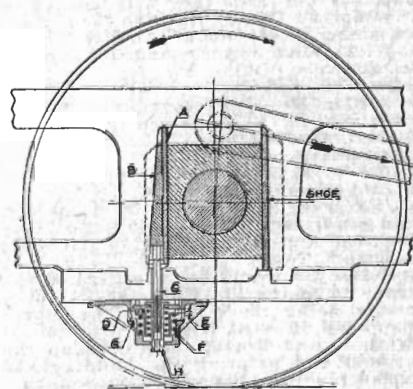


Fig. No. 3

strength to hold the compensator in place under all normal loadings to which it is subjected. However, in the case of abnormal thrusts, the compensator is pushed downward until the preliminary stop "E" has been reached. By this means the air gap is eliminated automatically, and expansion and contraction, as well as the effect of reversal loads is cared for. In the event that forces of undetermined and unexpected intensity develop, the spring "F", which is pre-loaded, will come into play after the compensator has come in contact with the preliminary stop "E". This spring provides a snubbing action against further movement and cushions and softens the effect of this blow.

As wear develops between the box and its surrounding members, the compensator "B" rises relative to them, being urged upward by the spring "D".

However, due to the fact that the air gap has been eliminated, this wear is entirely normal in character, and is not as rapid as would be the case if the air gap existed. Such wear can readily be compensated for by readjustment of the mechanism, through the adjusting means "H". This readjustment restores the original and desired travel for the compensator "B" before it makes contact with the preliminary stop "E". A permanent mechanical stop to limit the snubber movement is also provided with "G".

TEXAS LINES

MECHANICAL AND STORES DEPT.
FT. WORTH, TEXAS

E. A. PADGETT, Reporter

Miss Josephine Mouer, daughter of R. W. Mouer, boilermaker, spent two weeks with relatives in Denison; David, a son, leaves July 15th for New Orleans for a short stay and Mrs. Roy Mouer, Jr., daughter-in-law, has returned home from a visit with her parents in south Texas.

J. G. (Slim) Fooshee, carman, and wife are visiting their son in Cincinnati. From there they will journey to the World's Fair at Chicago for a visit, returning home about August 1st.

W. M. Witt, carman, and wife visited in Shawnee, Okla., the last week in June.

Gordon F. White, machinist, visited relatives in Ennis recently and his father returned home with him for a short stay.

The L. K. Spaffords are on vacation at the present.

J. R. Ferguson, locomotive inspector, and family spent the week-end of July 1st, visiting friends and relatives at Coleman, Texas.

Folks you would have to gaze on the scene to appreciate fully the improvements being made around the store-room and office at West Yards: removal of trees and brush, smoothing up the ground and painting the building has added much to the property.

TEXAS LINES

V. P. & G. S. OFFICE

M. B. SMITH, Reporter

Most of us had more fun than we've had in a long time at the Frisco Employees' Club Picnic, held July 10th at Forest Park. "Pink Lemonade, made in the Shade", barbecue, cold meats of all kinds, relishes, home-made cakes of every variety, and dozens of other good things to eat almost proved to be our downfall, as we seemed suddenly to forget our respective capacities, if any. The lucky-number drawing was the big event of the evening, with the races ranking next.

The intense heat, with no rain for months, had just about "gotten" us all and if we don't get relief soon, it's going to be a catastrophe. It certainly is throwing our business off terribly.

In spite of the weather, think most of us are bearing up fairly well and enjoying the summer sports, and taking advantage of every chance to get away from town on fishing trips and outings in general. Most of the time being spent looking for a "shady spot" and easy chair.

News is extremely scarce right now, most of us making plans for vacations, and keeping pretty rushed with work in the meantime.

FORT WORTH, TEXAS

CORYLYNE PLEDGE, Reporter

At the present the political arguments are at their height and there is quite a bit of "mud-slinging". Some of the candidates certainly make rash promises, and they all greet each and every one of us as if we were very deal old time friends.

Glad to report Miss Helen Horrell resting easily after a tonsil operation and hope to see her up and about soon.

Hope Cy doesn't get into the San Francisco strike or have to go without any meals out there.

Understand from a reliable source that Mr. Minor, while in Corpus Christi on July 4th, caught a large fish and had it mounted, but it later leaked out that he had it mounted on his plate.

Certainly was a lot of "kid-snatching" at the Frisco picnic—Little Rosemary Law, five months' old daughter of our T. F. & P. A., was passed from hand to hand and certainly was a lovely little hand full of the best nature and sunniest smile that has been seen in these parts for many a day. Wonder where she gets that good disposition.

CENTRAL DIVISION

HUGO, OKLAHOMA

BURL WINN, Reporter

P. I. Hollaway, car foreman, is spending his vacation in Colorado, always nice and cool in Hugo, Okla., but bet Mr. Hollaway will want to tell us a long story about how cool it is in Colorado. Something to make conversation you know.

H. M. Booth, roadmaster, now on his vacation. Since Harry has his new motor car there was only one thing left and that was to rush back to the World's Fair and see if any new improvements are out, or if he can not line the boys up, as he thinks he has the ONLY motor car on the railroad.

Luke and Company, contractors who have contract for city paving in Hugo,

got in a big way of spreading the asphalt and about 6 p. m., July 10th, found out they were going to run short the following day, called and had operator to ask if any asphalt in Ardmore. (This moved ATSF & Frisco.) There was 8 cars coming to Ardmore late that p. m. Did we confer with trainmaster and run 737 through to Ardmore and have the asphalt on the job the following morning? Ask Luke and Co.!

If you don't think the passenger business is picking up just hang around the waiting room about train time and see what's going on. Bill Edson is in the ticket business up to his ears, but we will wiggle out and come up with flying colors, with the money and passengers with tickets.

J. E. Sandlin, cashier-telegrapher, Hope, Ark., claims he is going to show the boys (his 3 young sons) there are other cities than Ft. Smith and Wister, Okla. So just loaded them on the train and headed for the World's Fair. We do hope Old Jim will be able to show the boys around and they won't have to show papa.

OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

EARL D. DODD, Reporter

The Central division had a nice strawberry movement this year. It passed last year's crop by a good many carloads. The potato shipments were very good; this crop also exceeded last year's by more than 100 carloads.

Mrs. H. E. Gabriel, wife of assistant superintendent, and daughter, Mrs. H. L. Young, and Priscilla Young have gone to Coronado, Calif., where Mrs. Young intends to reside. Mrs. Gabriel will visit with another daughter living at Coronado, also Mrs. Wells, a daughter, living in Los Angeles, Calif.

Miss Johanna Ruge, stenographer in the division freight office, and her mother, Mrs. E. H. Ruge, visited Mrs. Ruge's son in San Antonio, Texas. Miss Ruge has returned, her mother remaining for a longer visit.

Carl Schmidt, rate clerk, local freight office, took a week off and went to Bennett Springs and floated down the Niangua River to Niangua Lake at Tunnel Dam, where he spent several days fishing. Carl said he had good luck and caught several nice fish, the largest weighing about eight pounds.

W. H. Hughes, of Idabel, relieved Carl Schmidt, while Carl was on vacation. We all enjoyed working with Mr. Hughes.

P. O. Dodd, crossing watchman, yard office, Fort Smith, was in Sparks Hospital for a few days. Mr. Dodd is on the road to recovery. Hope he will be back on the job before this issue is printed.

O. L. Young, superintendent, recently attended the funeral of J. W. Skaggs at Kansas City. We are all sorry to hear of the death of Mr. Skaggs, and want to express our deepest sympathy to his family.

We were sorry to learn of the death of Mrs. Griffin, mother-in-law of A. M. Leitzell, general agent at Fort Smith. The remains were taken to Girard, Kan., her former home, for burial.

John Deshazo, mechanic, roundhouse, Fort Smith, who was injured last February, has returned to work, and is in fine shape.

Mr. and Mrs. W. W. Claypool spent their vacation in the Ozarks near Eureka Springs, Ark. Am sure they had a nice vacation.

A. D. Harcrow, pile driver foreman, just left on his vacation. Will have to wait until next month to report on his catch of big fish.

Roscoe McAlester has taken over the duties as section foreman, Fort Smith yards. Roscoe was in charge of the Central division extra gang until July 12, when it was abolished on this division and moved to another division.

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SOUTHERN DIVISION

BIRMINGHAM TERMINALS

NELLIE MCGOWEN, Reporter

C. J. Thompson, chief clerk, and wife, left July 6th for a week's vacation in New Orleans and Biloxi, Miss. M. E. Walsh, agent, has returned from a week's vacation in Oklahoma. H. C. Wilson, clerk, and family are enjoying several days at the World's Fair in Chicago. Mr. Wilson went to the Fair last year, but said he did not get to see everything so had to go back.

W. E. McDaniel, special agent, and mother have returned from a very pleasant visit with their sister and daughter, in Atlanta.

S. F. McLemore, our genial weighmaster at East Thomas, is wearing a smile that won't come off these days. He is the proud father of a baby girl, born June 21st. Congratulations are extended to Mr. and Mrs. McLemore. R. A. Kilpatrick, clerk, and wife have returned from a short visit over the 4th of July in New Orleans.

Mrs. George Martin, wife of switchman, left June 11th for Pensacola, where she joined Dr. and Mrs. Frank Brock, formerly Ercyle Martin, for a three weeks cruise on the Gulf of Mexico in Dr. Brock's yacht. Mr. Martin expects to join the party later for a visit in New Orleans.

J. D. Wolfe, water service man, who has been located at Birmingham for several months, has returned to Kansas City account being displaced by Walter Dixon who has been off for some time account of an accident. Mrs. Wolfe accompanied Mr. Wolfe to Kansas City.

Miss Gaynell Overby, daughter of switchman and Mrs. J. L. Overby, left for an extended tour of the west on July 10th. Miss Overby will visit Kansas City, Portland, Oregon, Los Angeles and other important cities. She goes as a delegate to the Rainbow Girls' Convention in Portland.

L. M. Westerhouse, general foreman, wife and daughter, Jessie Lou, are enjoying several days at the World's Fair. They will also visit in Fort Scott, Kans., before returning.

J. H. Kelley, crossing flagman, who suffered a stroke July 9th is confined to St. Vincent hospital.

J. C. Bates, clerk, wife and son, are spending several days in Savannah, Ga.

Every one is looking forward to the Frisco Employees' picnic on July 18th. A large crowd is expected and a general write-up will appear in the next issue of the Magazine.

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PITTSBURG, KANSAS

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

Mr. and Mrs. H. H. Smith spent June 26-30 in Chicago, Mr. Smith attending the Eleventh Annual Session, Freight Station Section, American Railway Association.

C. J. Anderock has been assigned a position of uncollected clerk left vacant by G. R. Humphrey, now cashier.

Mrs. H. C. Fryar and son, family of abstract clerk, visited relatives in Mammoth Spring, Ark., later part of June.

E. D. Cauble was unable to work June 23-26 account an infected eye.

Your reporter spent week-end of June 30 in Water Valley, Miss., with friends.

Mrs. A. W. Holmes and children, family of chief claim clerk, visited Mr. Holmes' mother and father at Natchitoches, La., June 30 to July 16. Mr. Holmes is going down July 13 to return with them.

W. A. Moore, clerk, and wife spent July 4 and 5 in Silver City, Miss., with relatives.

W. S. Crank, team track clerk, and wife visited his dad in Mountain View, Missouri, July 4, 5, 6, 7 and 8.

Mrs. A. A. Loeffel and daughters, family of interchange clerk, spent the first week of July in Henderson, Ky., with friends.

J. F. Wright, rate clerk, had an operation for appendicitis, July 9, in St. Joseph's Hospital. He has gotten along fine so far and we hope he will recover speedily.

Mrs. W. O. Farris, wife of assistant cashier, had her tonsils removed July 14 and has gotten along fine. We hope she won't have any more "sore throats".

Mrs. J. T. Carrigan, wife of comptometer operator, spent week of July 15 in Chicago visiting the Fair.

Mrs. Lelia Lenihan, stenographer, spent Sunday, July 15, in Little Rock, Ark.

Mr. and Mrs. Gordon Robertson, chief clerk, left for Chicago, July 14, to spend several days at the Fair.

Mrs. A. E. Elliott and A. E., Jr., wife and son of platform foreman, left for Chicago and Milwaukee, July 15, for a visit.

ENGINEERING, BRIDGE AND BUILDING, WATER SERVICE DEPARTMENTS—YALE, TENN.

CREATIE SICKLES, Reporter

Miss Evelyn Honey has returned home from an extended visit with relatives in Oklahoma.

After many weeks absence account illness, Messrs. E. J. Riley, James Hill and Walter Dixon have returned to their former jobs.

Mr. and Mrs. Paul Peck have purchased a new bungalow in the Mariana Heights Sub and advise they are enjoying their new home very much.

Miss Betty Scott has returned home from a visit with relatives at Springfield and Newburg.

Bridge gang, under Foreman S. Horak has completed the new ballast deck bridge at Clarkdale and are starting work on rebuilding Bridge C-480.2 vicinity Bridge Junction.

The bank widening work vicinity Marked Tree has been completed. This has greatly improved general conditions at this location.

Mrs. Paul Schmitz underwent an operation recently and we are glad she is getting along nicely.

Work is progressing rapidly in connection with extension to car department blacksmith shop at Yale. This

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

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

Address.....

will be a great improvement and was badly needed.

Mrs. Gilbert J. White has returned to her home in Birmingham after an extended visit with her parents at Memphis. Mrs. White will be remembered as Allie Mae Speight.

The two smallest children of Roadmaster Honey had their tonsils removed recently and are doing nicely.

The work in connection with track raise in Waites Creek Bottom is coming along in good shape. This work is in charge of Grady Bishop.

TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

James Maney, soliciting freight and passenger agent, has just returned from visiting old haunts in New York, and claims to have had a very wonderful vacation.

Miss Audrey Buchanan, daughter of traffic manager, Memphis, is visiting relatives in Mississippi.

Little Miss Mary Joe Hastings, daughter of Mr. and Mrs. Hubert F. Hastings, spent a week with Camp Fire girls, near Hardy, Ark., during June.

We have enjoyed a nice business from our friend Tom Lane, Monette, Ark., "Cucumber King" of his state, having handled 20 carloads of cucumbers to date. In addition to this movement Mr. Lane will have about 70 carloads of canteloupes this season, both products going to markets in St. Louis and Chicago.

During the extremely hot weather we have been having, a great many Memphians using our service to Hardy, Ark., particularly over the week-end.

Cecil New, secretary-treasurer Southern Hardwood Traffic Association, Memphis, called the other day to tell us he enjoyed his trip to St. Louis over the Frisco very much.

The Traffic Club of Memphis enjoyed an old fashioned barbecue, Saturday afternoon, July 14, "Jug Band" and everything. Soliciting Freight and Passenger Agent Hubert Hastings, was in charge of entertainment, and to say he was a busy man is putting it mildly.

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If we stick close to the job all day,
We ought to be out hunting up news.

If we do get out and try to hustle We ought to be on the job in the office.
If we don't print contributions, We don't appreciate true genius;
If we do, the paper is filled with junk.
If we make a change in a fellow's write-up,
We are too critical;
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What do YOU think?

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A man in Pittsburgh received one of our small samples of NO-OX-ID. With it he coated a gate hinge and hung it by a cord to a cherry tree in his garden. For six years the hinge swung from the cherry tree and at last the man broke the cord and cleaned off the hinge. It was bright as a dollar without a speck of rust. Six years' perfect protection under a single coat of NO-OX-ID. Not an exceptional record for NO-OX-ID, but where else could you get equal protection!

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