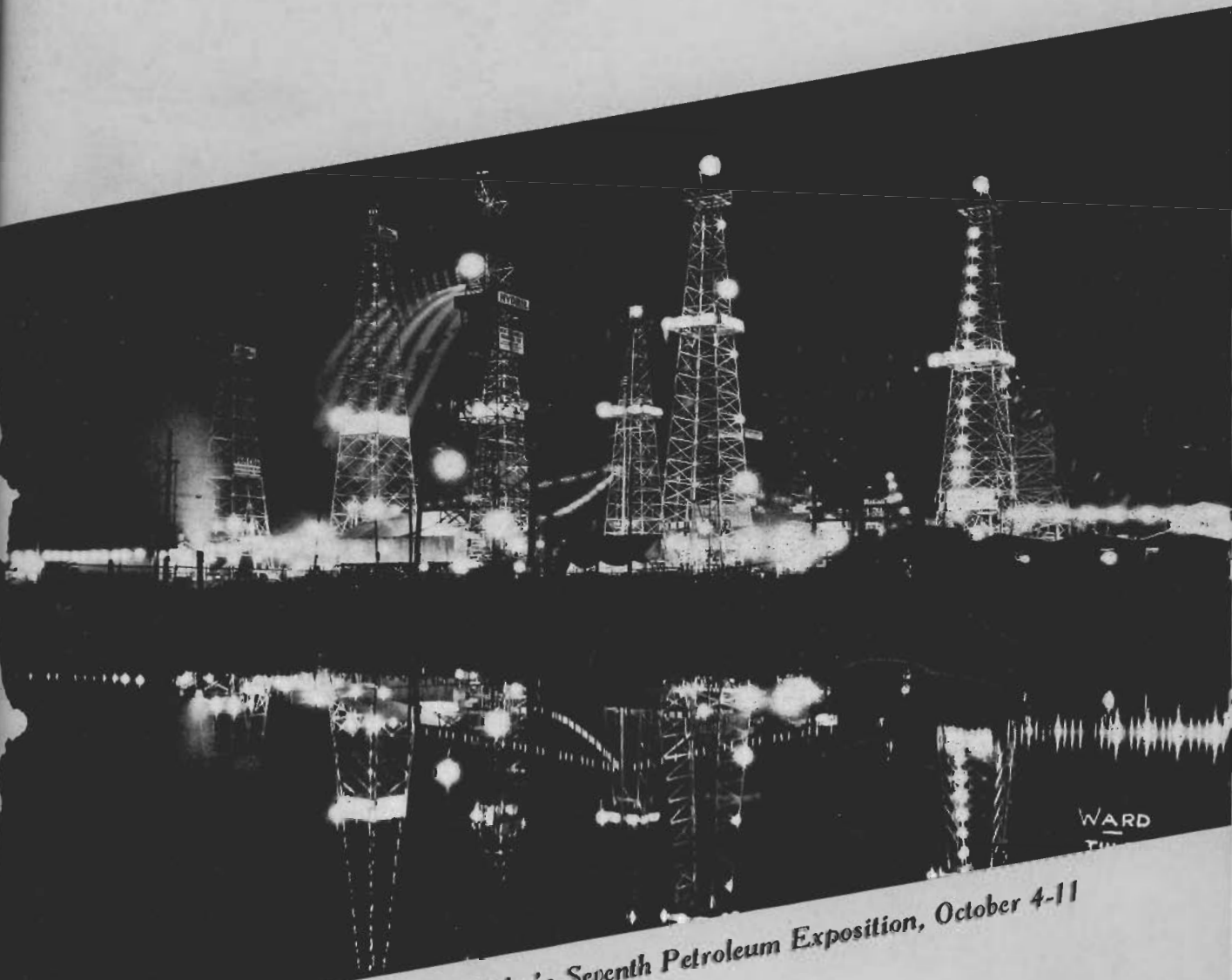


THE FRISCO EMPLOYEES' MAGAZINE

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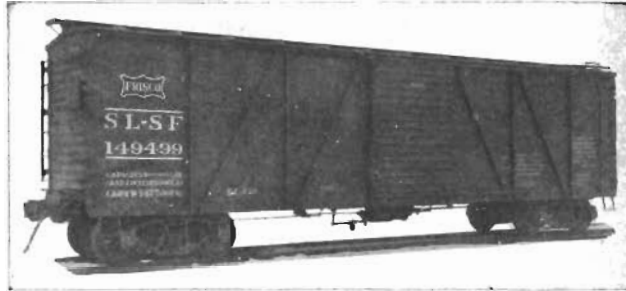
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THE FRISCO EMPLOYEES' MAGAZINE

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Vol. VIII

NOVEMBER, 1930

No. 2

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THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 25,000 active and retired employees of the Frisco Lines. It contains stories, items of current news, personal notes about employees and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India drawing ink.

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

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

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PRES. KURN URGES MOTOR REGULATION

A SINCERE plea for a better understanding of the nation's railroad problems to the end that a fair and just regulation of all transportation mediums may be reached through legislative action in the various states and in the national congress was voiced by President J. M. Kurn of the St. Louis-San Francisco Railway, in an address before 250 members of the Enid Chamber of Commerce in the ballroom of the Youngblood hotel on October 3. The occasion was the annual "Frisco Lines" banquet of the Chamber of Commerce.

"The nation's splendid system of railroads has become so firmly entrenched in the public consciousness that the users of this familiar transportation plant sometimes lose track of its importance to the nation's welfare," the Frisco's president said.

"Analyzed in total we find the modern railroad plant in America to be a veritable giant of industry. We learn from the official statement of the interstate commerce commission for 1928, that the roads of America number 200, that they operate a total of 250,000 miles of track, that they have an invested capital of 22 billion dollars, that they employ 1,700,000 wage earners, and pay them annually \$2,626,000,000 in wages.

"But these figures, startling as they are, do not begin to tell the full story of the railroad's importance to America. They deal only with the inner-workings of the railroad plant, with its employees, and its mileage.

"In addition, the railroads of America, during the year of 1929, consumed 20 per cent of the total output of lumber in this country, used 25 per cent of the bituminous coal produced, bought 20 per cent of the steel, 20 per cent of the fuel oil, and purchased \$400,000,000 of other manufactured products.

"The largest single items of expense for those four major commodities I just mentioned amounts to more than \$300,000,000 a year for coal; \$160,000,000 a year for timber, including cross ties; and \$100,000,000 for steel. Exclusive of miscellaneous material and supplies, such as cement, lubricating oils and greases, ballast, electrical materials and commissary supplies, paints, chemicals, and so forth, the American railroads spent one billion dollars in a single year for coal, oil, forest products and iron and steel products.

Decries Unfair Competition on Highways in Address at Enid, Okla., Oct. 3



J. M. KURN

"Nor is that all of the railroad's contribution to the welfare of the country it serves.

"In 1929, the Frisco railroad alone,

In his address at Enid, Okla., President Kurn laid especial stress upon the railway retrenchment program, made necessary by increased loss of business due to the unfair competition of motorized vehicles on the highways.

Frisco employees who look at the railway situation squarely, will be greatly interested in their president's views. They will approve his forthright stand on legislative regulation of buses and trucks. And they will be amazed, perhaps, at the tremendous importance of the nation's rail lines when they read the figures he quotes in his address.

Straight thinking employees will do more however, than read Mr. Kurn's address with interest, and nod approving heads over his resume of the conditions. They will pledge themselves to help in the fight. They will realize the necessity for the legislative action our president recommends, and they will remember that in the voting booths of America the railroad president and the railroad worker have equal importance. They will ascertain the views of their candidates for state legislatures and the national congress on the question of highway competition—and vote accordingly.

—W. L. H. Jr.

paid out \$5,222,248 in taxes, an amount equal to 25 per cent of its net railway operating income.

"It is inconceivable that the American people should willingly harm or hinder so important an industry, and it is still more strange that they should neglect to protect it from competition on the highways when that competition is unregulated, and actually operating over roadbed for which the railroads themselves help pay.

"From the figures I have just given you, you will readily appreciate that to hurt the railways is to hurt the country. To hinder in any way the progress of these rail lines is to hinder the purchasing power of the railways, and to adversely affect the purchasing power of the employees themselves.

"Yet it is a positive fact that throughout this nation, with the growth of good roads, the railways are being seriously affected by competition of buses and trucks. These motorized vehicles are operating with payment of negligible license fees over roadbed provided them by the states and counties through which they run, and they are, quite naturally, able to transport freight and passengers at a much lower rate than the railways. The result of this unregulated competition has already been felt severely by the rail lines, and unless the regulation by the local and state governments is forthcoming, these results will become more hurtful as time goes on.

"As an example of what has happened to Frisco Lines alone, let me tell you that our passenger earnings have decreased about \$16,000,000 during the 10-year period since 1920. This translated into numbers of passengers, means that in 1920 we carried 15,500,000 passengers, and in 1930 we will carry about 2,500,000. Some of this, perhaps a great deal of it, is attributable to the use of the private automobiles, and with this form of transportation we have no quarrel whatever. But a large part of this decrease in our passenger business is directly chargeable to the competition given us on the highways by buses.

"Similar decreases are being felt in our freight traffic as the use of trucks and trailers grow, and it is growing by leaps and bounds. All in all, we can translate this back to the purchasing power of the railways and

(Now turn to Page 20, please)

OLD-TIMERS HOLD FIRST MEETING

TWELVE hundred and two years and eight months! Twenty-seven men! Twenty-two from Missouri! Two from Kansas! Two from Oklahoma! One from Arkansas!

Those are facts and figures which go to make up the story of the first annual meeting of the "Old Timers' Club" of Frisco Lines.

On October 7, twenty-seven of the members of this club met for their first convention at the Lennox Hotel, St. Louis, Mo. Membership in the club means service stripes with Frisco Lines totaling over forty years, and so the figures 1,202 years and 8 months means the total service of these 27 men.

Had the general public listened in on this meeting, it would have received an inspiration. Grouped around three large tables were these hardy veterans of Frisco Lines. There was not one whose hair was not streaked with gray, and upon the faces of all was stamped the lines of character, loyalty and unselfishness, obedience to tasks in hand and utter devotion to a great company.

All of them were on the retired list—their reward for long years of faithful service. Yet all of them have continued, in memory, to "railroad." Sunday morning finds many of them, in their home terminals, attending "railroad Sunday School," not that it

Forty Year Men Convene in St. Louis October 7th for Annual Gathering

IN PHOTOGRAPH BELOW

Left to right, top row: Martha C. Moore, James T. Walsh, general boiler foreman, 45 years; Geo. F. Robson, engineer, 44 years; James P. Murphy, engineer, 41 years; Jos. W. Tremayne, traveling auditor, 46 years; Thomas E. Burger, engineer, 44 years; Wm. H. Head, engineer, 45 years; Shepard B. Smith, engineer, 41 years; Albert Carlson, clerk, 44 years; J. A. Buckley, engineer, 44 years; H. S. Ostergard, supplyman, 43 years; Daniel McCarty, car inspector, 43 years.

Second row: L. E. Martin, assistant to president; Byron Callender, engineer, 43 years; Warren Baker, agent, 46 years; James E. Dulin, engineer, 44 years; Henry M. Cox, machinist, 48 years; Theopolus W. Hogue, agent, 46 years; Thomas Crowe, engineer, 42 years; Phil Conboy, engineer, 46 years; J. A. Woodson, tool room foreman, 43 years.

First row: Emil Sebastian, Sr., conductor, 44 years; A. L. Philipson, engineer, 43 years; Thos. L. Hasler, engineer, 43 years; B. B. McCrum, engineer, 43 years; W. H. Van Horn, engineer, 44 years; G. W. Daniels, engineer, 47 years; W. D. Bassett, secretary, board of pensions and secretary of Old Timers' Club; B. G. Shackelford, assistant superintendent schools, St. Louis; Wm. Henry, mechanical inspector, 44 years; S. L. Coover, conductor, 48 years.

is a required task—but a privilege to walk back to the desk where only a short time ago they were actively, intensely engaged, a spoke in the great wheel of a great railroad organization.

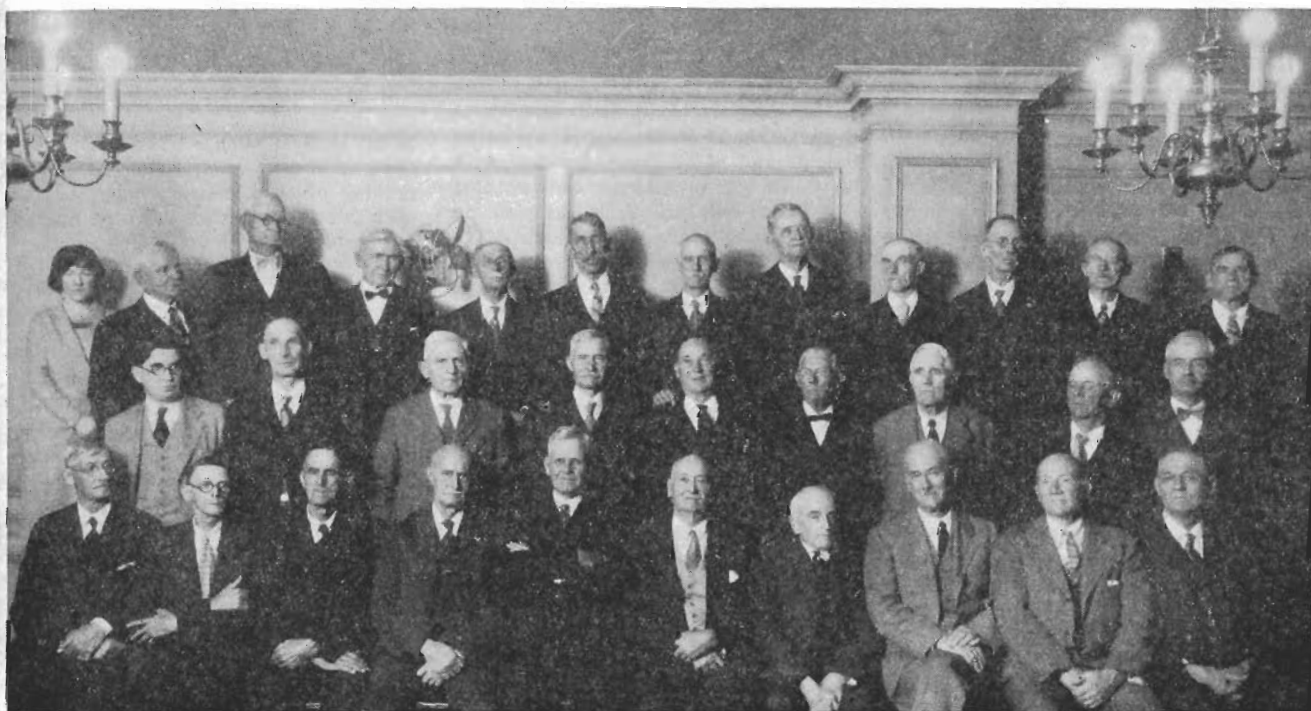
When the call from the president came to meet in St. Louis and talk over old times, twenty-seven of them answered the roll call, and more would have come, except for various circumstances which hindered, but those who did not attend sent letters of regret and were with the gathering in spirit.

W. H. Van Horn, a Frisco engineer of 43 years and 11 months service, is the sponsor and founder of the "Old Timers' Club" and rightfully its first president. Besides sponsoring this organization, he was one of the sponsors of the big Frisco Veterans' Association, which is one of the most valuable organizations on the railroad.

Promptly at 1:00 p. m. the guests filed into the room which was engaged for the club meeting at the Lennox Hotel, where they sat down to a delightful meal. Following the meal, Mr. Van Horn had arranged for Mr. B. G. Shackelford, assistant superintendent of public schools of St. Louis, to make the principal address.

But prior to his address, each guest was asked to stand, give his name, his

(Now turn to Page 9, please)



DEAF-MUTE IS VALUABLE EMPLOYEE

ONE sees him in crowds, at restaurants, in street cars, and more often performing his duties at a desk in the statistical department at the Frisco Lines general office building in St. Louis, and unless the fact were known, it would never be guessed that this man has been deaf and dumb since six years of age, following an attack of spinal meningitis.

He is Wm. H. Schaub, and his service record with Frisco Lines shows that he has overcome a great handicap, for he has been with the company since October 1, 1906, and each year grows more valuable to his supervisors. Such reports as those which go to the Interstate Commerce Commission, and the cotton insurance reports, besides others which are of equal importance, are given him to make up and his supervisors say that when he turns in the report, there is no question as to its perfection.

Before coming with Frisco Lines, he had served in the general offices of the St. Louis Transfer Company for nine years. He resigned from that company and with the most sterling recommendation, applied to J. D. Nettleship, then auditor of freight accounts for a position with Frisco Lines. He was told that he would be given a trial, and if he made good the position was his. That has been twenty-four years ago, and his service record stands for the fact that he proved his ability to perform whatever work was required of him.

He was educated at the St. Louis Day School for the Deaf in Jefferson Public School at 9th and Wash streets, St. Louis. His grandparents on his father's side came to St. Louis in the 40's and lived on the southwest corner of Seventh and Chestnut streets. Mr. Schaub was born in St. Louis, but his wife, who is also deaf, was born in Philadelphia. They have one daughter, who is not afflicted with deafness. She is married and lives with them, has two children, a boy 7 and a girl 9.

Mr. Schaub has taken an active interest in all associations for the deaf, and is a member of the Missouri Association of the Deaf, was elected first vice-president of the National Association of the Deaf in session at Buffalo last August and was on its executive committee for the previous four years. He is also trustee for the Gallaudet Club, a social organization in St. Louis. It is also understood, although Mr. Schaub's reticence did not reveal the fact, that he

Wm. H. Schaub of St. Louis in Responsible Position Since 1906

often writes witty and humorous articles in periodicals for the deaf. The latter, in a measure, is typical of his ever-present pleasant disposition.

He advised the reporter that he was not the only deaf-mute in the



WM. H. SCHAUB

employ of a railroad, and that there was a man so handicapped with the Rock Island at Chicago, another with the Southern at Atlanta, and a third with the Lehigh Valley Railroad, in Philadelphia.

While Mr. Schaub misses many of the delightful things of the world, such as the radio, important and enjoyable lectures and speeches, and the everyday conversation with friends and acquaintances, the absence of these has turned his thoughts toward study and the improvement of his mind. With his splendid education, he has found great enjoyment in writing and reading and in the various sports and especially baseball.

His love for baseball goes back to the time when his father took him as a youngster to see Comiskey's old St. Louis Browns, and he seems to derive the greatest pleasure from seeing a baseball game. He saw three of the world's series games in

St. Louis this year and is an ardent rooter for the Cardinals.

His next greatest enjoyment is travel. He has spent his two weeks' vacation each year traveling to points of interest and last year visited Cuba.

Not long ago, a man afflicted with deafness, came into the statistical department where Mr. Schaub is employed. On a card which he carried was printed a message that he was a deaf-mute and was unable to secure employment and asked for a contribution by which he might support his family.

He came by Mr. Schaub's desk and Mr. Schaub gently led him from the room and in the hall talked with him in the language of the deaf and told him that there were schools and associations for the deaf, and that there was no reason for one so afflicted to become a beggar.

This is indicative of his great ambition, an ambition which has led him to his present state of usefulness and efficiency, and he regrets that this same attribute is not prevalent in others so afflicted. "Handicaps", he wrote, "are real handicaps only to those who refuse to overcome them and there is always a way out if there is the proper ambition. Those who have their hearing cannot imagine what it is to be without it, yet I feel that there are many things worse, and where there is a will, there is a way. The greatest handicap is the lack of ambition to try to overcome obstacles."

It is a well known fact that those who have lost their hearing, find the other senses, such as the seeing and feeling, more keen. Mr. Schaub is greatly observing and there is little of a person's character which he cannot read.

MARRIED 63 YEARS

Mr. and Mrs. John Clark of Kansas City, Mo., known and loved to thousands of railroad men and women over the entire system, celebrated their sixty-third wedding anniversary on September 17.

Mr. Clark is a pensioned railroad conductor, and both he and "Mother" Clark have taken an active interest in practically every meeting of the Frisco Veterans' Association.

Their many friends wish them continued happiness and health, and trust that they may round out many more happy years of life together.

CAPE GIRARDEAU DEDICATES STADIUM

OCTOBER 3 was a gala day at Cape Girardeau—progressive city of 16,000 on the Frisco's River division. For on that date some 20,000 persons—the largest crowd ever assembled there—came to this principal city of Southeast Missouri for the dedication of the recently completed \$150,000 stadium of the Southeast Missouri State Teachers' College.

The weather man brought out one of his best products—a sunny October day—for the occasion and the interim between dawn and evening was crammed with a large number of momentous events—dedication ceremonies, a stirring football game with the college's traditional rival, a two-mile parade, and a Chamber of Commerce luncheon for the visiting notables among whom were important Missouri officials including Governor Henry S. Caulfield, Secretary of State C. U. Becker, State Auditor L. D. Thompson, and many other luminaries of government, educational and industrial circles. Frisco officialdom was represented by J. E. Hutchison, vice-president; J. N. Cornatzer, assistant vice-president; W. S. Merchant, passenger traffic manager; J. A. Moran, superintendent of the Eastern division; J. B. Hilton, industrial commissioner; J. S. McMillan, superintendent; J. L. Mumma, assistant superintendent; H. D. Block, traveling freight and passenger agent; M. M. Sisson, assistant general manager; F. J. Lawler, assistant general freight and passenger agent, and J. S. Hulehan, general agent.

The festivities began when the Frisco's special train came gliding into the station at 10:50 a. m. after a fast run from St. Louis laden with an enthusiastic crowd. Waiting automobiles, provided by the Chamber of Commerce, whisked the visitors from the station down thronged streets bedecked with a gay effusion of bunting to the center of the business district where they witnessed the parade

New \$150,000 Structure Formally Opened Oct. 3— Governor Caulfield Speaks

—and what a parade! Nearly two miles in length, and conceded to be the longest parade in the city's history. Led by Edward L. Drum, mayor of Cape Girardeau and W. T. Doherty, chairman of athletics at the college, it featured beautiful girls and eight bands and a drum and bugle corps. Thirty-three Southeast Missouri towns contributed to the amazing array of pulchritude that rode in this proces-

spectors' platform and was presented with a huge bouquet of roses, 39 buds in all, each representing a year of service of her husband on the board of regents, and at exactly 10 minutes past 12 o'clock, Miss Mary Giboney Frissell, only granddaughter of the late Louis Houck, walked from the platform before the great arched entrance to the stadium and broke a bottle of water on the corner, christening it "Houck Field Stadium." Judge James A. Finch, vice-president of the board of regents, formally presented the bowl to Joseph A. Serena, president of the college. President Serena spoke briefly in acceptance of the stadium, pointing out that in the beginning, efforts to erect a \$150,000 stadium and field house seemed futile. He then presented the stadium to Governor Caulfield, who accepted on behalf of the state, praising the progress of the college and Cape Girardeau. James F. Fulbright, a former congressman and an alumnus of the college, was also a speaker on the dedication program.

The present seating capacity of the stadium, which is located in the heart of the city, is approximately 7,000. The entire structure is above ground and on the street side there are seventeen Gothic type arches, besides the large main entrance. The parapet wall over the large main entrance is 36 feet above the level of the base and the remainder of the stadium wall is 27 feet above ground. The unit is 418 feet long and there are 25 rows of seats, to which access is gained by eight ramps. Refreshment rooms, lockers, dressing rooms and showers occupy the space under the structure's slope. Behind the west end of the stadium is the field house, which was the first unit in the building program to be completed. Eventually another unit of the stadium is to be built along the side of the field



This airplane view of the new stadium at Cape Girardeau was furnished by courtesy of the St. Louis Post-Dispatch

sion, each town sending the queen of its high school together with four lovely attendants who rode in floats elaborately decorated in school colors. The students of Central High School at Cape Girardeau marched in the parade, as did former Teachers' College football players, grade school children and other groups. The construction gang which built the stadium, the local fire department, floats of college organizations, numerous privately owned automobiles decorated for the occasion and many other units participated in the parade also.

The procession terminated in the stadium after making a circuit of the business district and there at noon the impressive dedication ceremonies took place. Mrs. Houck, widow of the late Louis Houck, for whom the stadium was named was on the

speakers' platform and was presented with a huge bouquet of roses, 39 buds in all, each representing a year of service of her husband on the board of regents, and at exactly 10 minutes past 12 o'clock, Miss Mary Giboney Frissell, only granddaughter of the late Louis Houck, walked from the platform before the great arched entrance to the stadium and broke a bottle of water on the corner, christening it "Houck Field Stadium." Judge James A. Finch, vice-president of the board of regents, formally presented the bowl to Joseph A. Serena, president of the college. President Serena spoke briefly in acceptance of the stadium, pointing out that in the beginning, efforts to erect a \$150,000 stadium and field house seemed futile. He then presented the stadium to Governor Caulfield, who accepted on behalf of the state, praising the progress of the college and Cape Girardeau. James F. Fulbright, a former congressman and an alumnus of the college, was also a speaker on the dedication program.

(Now turn to Page 29, please)

FRISCO DOCTORS ELECT J. E. JENNINGS

TWO hundred doctor members of the far-flung Frisco family had their inning on October 10 and 11, when they gathered in Springfield, Mo., for the twenty-ninth annual meeting of the Frisco System Medical Association. The meeting was held at the Kentwood Arms Hotel, with Dr. Roche W. Hogeboom of Springfield, president, in the chair. Next year's convention will be held in Oklahoma City during October.

During the two days of scientific deliberations, not many diseases of the flesh and mind were left undiscussed, and the thoroughness with which these guardians of the health of Frisco employes went at their work was inspirational.

Particular attention to treatment of eye injuries was given in the first morning's discussion, which started with a paper on color blindness by Dr. J. E. Jennings of St. Louis. Dr. Jennings has recently perfected a test for color defects in the eye, which is considered highly accurate. Dr. H. B. Davis of Kansas City followed with a discussion of perforating injuries of the eyeball, and if the men in Frisco service who are supposed to wear goggles, and don't do so, could have heard it, Director of Accident Prevention Hudgen would have found his efforts considerably simplified in the future.

A paper on urological problems and their treatments was presented by Dr. George Hogeboom of Springfield, and the discussion led by Dr. C. E. Burford of St. Louis, a widely known authority on genito-urinary diseases.

Dr. J. Dale Graham, of Columbus, Kan., opened the afternoon session on Friday with a paper on "Life Expectancy After Fifty," and Dr. Fred W. Bailey of St. Louis followed with a discussion on "The Importance of Anaesthesia to the Surgeon". Dr. Earl R. Rice, of St. Louis, presented a paper on "Mental Hazards of Anaesthesia". "Diagnosis and Treatment of Common Heart Conditions" was the title of a paper by Dr. Alphonse McMahon of St. Louis.

On Saturday morning, the following papers and discussion were on the program: "Control of Infection," by Dr. P. W. Lutterloh of Jonesboro, Ark.; "The Acute Gall Bladder", by Dr. R. M. Howard, Oklahoma, City; "The Abdominal Surgeon's Best Friend", by Dr. Charles D. F. O'Hern, of Tulsa; "Automobile and Industrial

St. Louis Eye Specialist Heads Frisco Medical Association—Meet in Oklahoma City Next Year



DR. J. E. JENNINGS

Dr. J. E. Jennings, of St. Louis, whose photograph appears above, was unanimously elected president of the Frisco System Medical Association for 1930-31, at the twenty-ninth annual convention of the society in Springfield, Mo., October 10 and 11.

For twenty-five years Dr. Jennings has been on the staff of the Frisco Employees' hospital at St. Louis. He is a native of Pennsylvania, and a graduate of the University of Pennsylvania. Following his graduation he served for three years on the Isthmus of Panama as assistant surgeon of the Panama railroad, and one year as surgeon of the Costa Rican railroad in Costa Rica. Following this service he took up a special study of the eye and spent three years abroad in London, Paris, Vienna and Heidelberg perfecting his work. He came to St. Louis in 1894 and has since been engaged in a practice limited to diseases of the eye. He is a widely known authority in his field.

Injuries of the Lumbar Spine", by Dr. E. H. Skinner, of Kansas City, and "Fractures of the Femur", by Dr. Lloyd B. Clinton of Carthage, Mo.

Friday night the doctors forgot the serious side of their program long enough to enjoy a banquet in the ballroom of the hotel, at which the principal speaker was Mr. J. E. Hutchison, vice-president, in charge of operations. Mr. Hutchison is also president of the Frisco Employees' Hospital Association.

Confining his talk to a discussion of the unfair competition confronting the railroads, Vice-President Hutchison gave the doctors something to think about when he cited them the experiences of Frisco Lines in connection with the construction of the Pensacola extension.

"For years the people between Amory and Pensacola have wanted a railroad," he said. "We built one at a cost of \$5,000,000 and formally opened it in 1927. Before our line was constructed the land along its right of way was worth about \$15.00 an acre, and after our rails were laid it jumped to about \$150.00 an acre. Production increased greatly, too, and this year about 100,000 bales of cotton were grown there. But, the first thing that happened after our railroad was built, was a large program of highway construction paralleling our rails. The roads were hard surfaced and put in excellent shape. And the result is the same result that usually obtains. The trucks are hauling that cotton to tide water. Out of those 100,000 bales, the Frisco will haul about 1,000. The trucks will haul the 99,000. They can haul them much cheaper than we can because the state is furnishing their right of way, and they can hire drivers for \$1.00 a day.

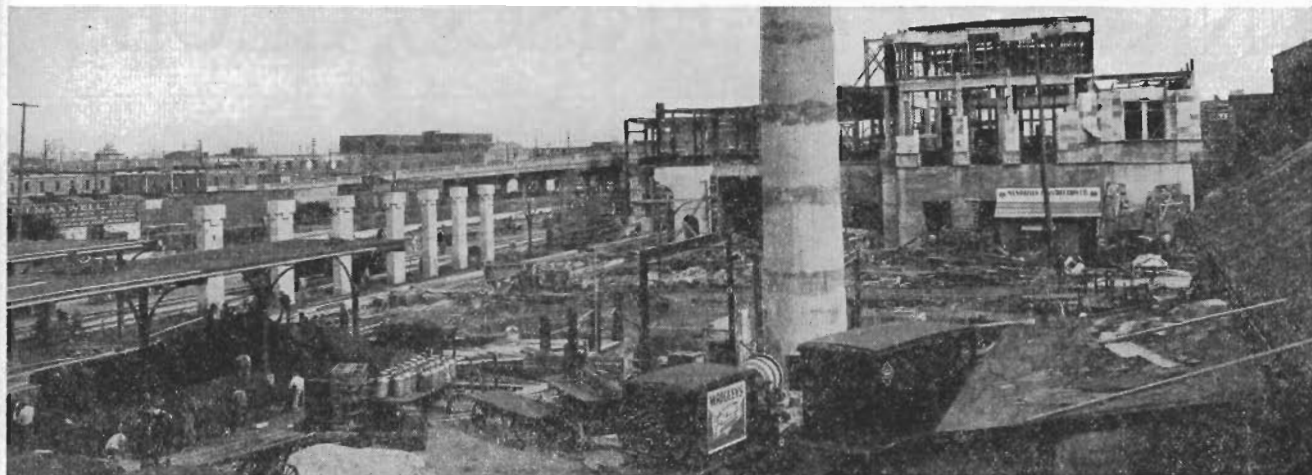
"But what happens to our \$5,000,000 investment? This is the sort of unfair competition we are up against today, and I want to ask you doctors for your help in passing adequate legislation to make the buses and trucks pay their share of the highway cost."

Mr. Hutchison's address was enthusiastically received, and the doctors unanimously passed a resolution that the Frisco Medical Association go on record to all candidates in state and national elections as in favor of an adjustment of highway and rail competition.

Short talks were made by F. H. Shaffer, general manager; H. L. Workman, superintendent of motive power; H. W. Hudgen, chief claim agent; J. L. Brennan, superintendent of telegraph, and Dr. Ross A. Woolsey, chief surgeon.

Following the speaking program, Dr. A. H. Cordier, of Kansas City, Mo., showed some excellent motion pictures, taken by himself, of a Mexican trip, and a journey into the Canadian wilds.

Tulsa's New Union Station Progresses Rapidly



CONSTRUCTION of the Tulsa Union Depot is progressing at a rapid rate, as the picture above attests. A photograph of the construction work, taken on August 12, was published in the September issue of the Magazine, and the picture above was taken on October 12. A comparison of the two photographs

will show the rapid progress in 60 days. In the picture above may be seen the station proper, with much of the steel and concrete work completed, and the concrete piers for the Main street viaduct are visible at the left center. The train sheds, of the butterfly type, have been completed

and a portion of them are visible at the extreme left. The Boston street viaduct, just this side of the station proper, is beginning to take form, and don't fail to notice the new smoke stack, which has been erected since the last picture of this project was published here.

OLD-TIMERS MEET

(Continued from Page 5)

title when retired and his years of service. Mr. Shackelford was deeply impressed with his audience and he began his address with a toast to the veterans who had grown up with a great railroad system.

"The Frisco Railroad has moved forward with the times. Today it is among the foremost of the country," he said. "And who has helped to make it so? It is the veterans of Frisco Lines who have met the advancing needs of modern life and pushed a great railroad system forward, with credit to a great organization."

"You are here as 'Old Timers', and you are here, not living off the bounty of a great railroad system, but you are here because a great railroad system has recognized your contribution to the railroad and to the betterment and advancement of your country."

"We are often reminded that a great corporation has no heart. There is an opinion in the land that directors of great corporations have no souls. But the presence of you veterans here today shows that a big railroad system has a heart, and makes a contribution to the declining years of those who have rendered long and faithful service."

President J. M. Kurn had planned

WHAT THE RAILWAYS DO IN A SINGLE HOUR

(Prepared by the Bureau of Railway Economics, from statistics of 1929 operations. Figures represent averages.)

IN an hour, the railways earn \$716,840 from their transportation operations.

In an hour, the railways spend \$514,386 in operating expenses.

In an hour, the railways pay \$330,612 in wages. Much of this total is included in operating expenses.)

In an hour, the railways pay \$45,288 in taxes to national, state and local governments.

In an hour, 6,026 cars are loaded with revenue freight on the railways' lines.

In an hour, 88,932 passengers board the railway trains.

on being present at the meeting, but unfortunately had been called away, and L. E. Martin, his assistant, presented the president's welcome and best wishes to the veterans.

After the program, the dishes were cleared away, cigars and pipes were drawn from pockets and memories of the years of railroading drifted around the room easily as the smoke wafted to the ceiling.

These men spoke each other's language. They had railroaded in the old link and pin days, and in the days when six little wooden cars made up a good-sized train, and the cars were lighted with kerosene lamps. They had railroaded when the headlight which served as the beacon for the engineer, was a candlelight affair, and the old coal stove warmed one end of the car and those who got chilly, moved up once in a while to hover around the ruddy glow from the fire.

They had lived and railroaded in the days before and after the modern, all-steel, electrically-lighted, steam-heated trains. They had lived and worked before the automatic block signals had been perfected and the booster was unknown.

And there in that room at the Lennox Hotel they pieced it all together. They were, themselves, the joining link between the railroad of long ago and the railroad of today. They stopped their reminiscences long enough to make a motion that the next meeting be held in Ft. Smith, Ark., in April, 1931. And then they continued talking until 6:00 p. m. They had anticipated viewing the Veiled Prophet's Parade, but a downpour of rain caused its postponement.

NEWS of the FRISCO CLUBS

Fort Scott, Neodesha, Joplin, Kansas City

A crowd of approximately 400 Frisco employes, their families and friends, and representing the Frisco Employes' Clubs of Fort Scott, Neodesha, Joplin, Kansas City and other neighboring cities, assembled in Lincoln Park at Pittsburg, Kan., on September 21, for a happy day of picnicking. This picnic, one of the largest held on the system recently, was sponsored by the Fort Scott club and the employes from the other cities were invited to join them in Pittsburg for the occasion.

Most of the crowd reached the park between noon and 1 p. m., the employes from Neodesha and towns near there, making the trip by special train, and the Kansas City and Fort Scott clubs coming in extra cars on trains 107-127 and 128-108. The employes from Joplin and the other towns near Pittsburg went by automobile. All families took basket lunches and the dinner was featured by an abundance of fried chicken, salads and the other delicacies that go to make a delightful picnic dinner. The Pittsburg park committee furnished coffee and ice water.

Immediately following the meal, a large part of the crowd attended a baseball game between Kansas City and Fort Scott teams, which Kansas City won by a score of 9 to 1. Golf and tennis were available for those who preferred them. The Neodesha club contributed to the success of the day by bringing its orchestra which is composed of sons and daughters of employes there and which entertained with some very enjoyable numbers.

Madill, Okla.

One of the most enjoyable and successful recent club affairs was the picnic of the Madill Frisco Employes' Club, held on September 19, at the plant of the Randolph Silica Products Company, Randolph, Okla. Approximately 130 employes with their families and friends attended this affair, going from Madill to Randolph on a special train arranged for by C. T. Mason, superintendent of the Southwestern division.

The special left Madill at 5:30 p. m. and upon arriving at Randolph, those desiring to swim were given an opportunity to do so while the tables were being arranged. Following the

meal, C. K. Baxter, president of the club, called the meeting to order and the Rev. G. A. Dale, pastor of the Madill First Baptist Church, made a very interesting talk. He was followed by Ruel Little, Frisco attorney of Madill, and H. F. DeLozier, traveling freight and passenger agent. Subsequently various employes and guests made impromptu talks in the course of which it was brought out that Frisco Lines and the other corporations of Marshal County pay about seventy per cent of the taxes and that the Frisco's contribution to the community entitles it to the support of the citizens and the business firms there. A vote of thanks was given to Mr. Mason for furnishing the special train and to the crew of the train for donating their services. An expression of appreciation was also made to the Silica Products Company for allowing the club to use their grounds. The return trip was made at 9 p. m.

The following guests attended: Joe Williamson, of the Chickasaw Lumber Company; Mrs. Joe Williamson, of Houghton Dry Goods Company; Mr. and Mrs. R. J. Coates, of the Madill Grocery; Mrs. J. J. Jones, of the Scott Leeper and Company; Roy Newsom, of the Randolph Silica Products Company; W. R. Maddock, claim agent, Hugo, and C. Byrd, roadmaster, Ada, Okla. A number of employes from Ravia, Kingston, Woodville and other neighboring points also attended.

Wichita, Kan.

Freight and passenger service and solicitation were the topics that came in for the greater part of the discussion that featured the meeting of the Frisco Employes' Air Capital Club of Wichita, Kan., held October 13.

All members present took an enthusiastic part in the meeting and a number of pertinent suggestions for the improvement of local service were made. H. A. Baker, Jr., city solicitor at Wichita, announced that the week beginning October 13 had been designated by the traffic department as "Greater LCL Business Week," and urged all members to do their utmost in soliciting LCL shipments. James Ansbro and H. B. Sigler had each obtained considerable new business since the last meeting of the club, it was announced.

It was decided that the club would have a Halloween party the latter part of the month to which all members and their families should come appropriately costumed and compete for prizes for the best or tackiest costumes. Pie eating contests and other amusing events would feature the program of entertainment, it was announced. An entertainment committee, comprised of the following, was appointed: W. F. Kelly, J. W. Gray, Geo. Patterson and W. Hadler. S. B. Ramsey was selected to make arrangements for refreshments.

The meeting of the Wichita Frisco Employes' Air Capital Club, held September 26, was featured by an interesting musical program. Approximately 125 were in attendance at this party.

The program consisted of piano numbers and songs by wives of employes. In addition to this, several individual dance numbers were presented. The remainder of the evening was spent at dancing and playing cards with refreshments served at the end of the evening's entertainment. A number of employes from Valley Center, Wichita Heights, Bentley and other nearby points were visitors at this affair.

St. Louis Terminals

Adam Erlinger, inbound platform foreman at the Frisco's Seventh Street Station, St. Louis, was the honor guest at the Terminal Club meeting, held at Sangerbund Hall, on October 7. The members of the Frisco Seventh Street Station and other friends of Mr. Erlinger had purchased a beautiful watch and chain to present to him on the completion, on October 9, of forty years' service with Frisco Lines.

Prior to the presentation of the gift to him, O. A. Sandill furnished several numbers on the accordion, and a three-piece orchestra furnished peppy selections. The Misses Irene Nufer and Leona Jones from the Seventh Street Station gave two dance numbers.

P. W. Conley, superintendent of terminals, was asked to make the presentation speech. He called Mr. Erlinger to the platform, and, in an informal way talked of their early railroad days together. Mr. Erlinger came to St. Louis in 1887, and took



employment with the Frisco on October 9, 1890, as an order clerk. He was later made routing clerk, assistant foreman and inbound platform foreman.

"The boys want to express to you their appreciation of your long and faithful service," Mr. Conley said, as he handed him the watch, "and they want you to accept this little token of their friendship."

Mr. Erlinger made a few brief but sincere remarks in appreciation of the gift, and praised the Frisco Railroad, its officers and employees and expressed the desire that his health permit him to continue until his pension time should arrive.

Following the presentation, the guests were served with a light lunch and departed for their home at about 10:30 p. m.

Fort Smith, Ark.

The meeting of the Frisco Employees' Club of Fort Smith, Ark., held September 18, was devoted to a discussion of solicitation and the election of club officers.

The following members have been especially active in securing business, it was reported: C. U. Patrick of the mechanical department; L. W. Blakeley of the freight office; J. D. Heyburn and Mr. Rudy of the mechanical department; Miss Frances Wortham of the yard office, and H. B. Stierwalt of the division engineer's office. In the election held subsequent to the traffic discussion, L. W. Caviness of the mechanical department, a past president of the club, was again chosen as the organization's executive officer, succeeding Earnest Carstensen. Caviness was first elected president of the club August 25, 1928, and served that year. He has been very active in club activities, both as an officer and as a member, and his recent election is assurance that the Fort Smith Club will be one of the

MADILL, OKLA.

One glance at the happy crowd in the above photograph is convincing proof that the picnic which the Madill Frisco Employees' Club held at Randolph, Okla., September 19, was a huge success. The group, which was comprised of approximately 130 employees with their families and friends, posed for the picture immediately after detraining from the special provided for the occasion. The following members of the special's crew appear at the right in the back row: J. Y. McAlister, engineer, second from right; Mr. Blunk, conductor, third, and A. E. Laws, fireman, fourth from right. H. B. Faulkner, brakeman, appears on the back of the tender.

C. K. Baxter, president of the club, appears in the center of the group with his hand on the bar at the front of the coach. W. R. Maddock, claim agent, is fifth from left; O. F. Nowlin, club secretary, sixth; H. F. DeLozier, traveling freight and passenger agent, is seventh, and Ruel W. Little, local attorney, is ninth from left.

most active on the system during his incumbency. The club's efficient secretary-treasurer, Miss Johanna Ruge, was re-elected to serve her third consecutive term, and R. M. McGlasson, chief clerk, was elected vice-president. All officers were chosen by a unanimous vote. The club plans to have a business meeting October 14 and a Halloween party on October 31.

Kansas City, Mo.

Two important meetings of the Frisco Employees' Sunnyland Club of Kansas City, Mo., held in September, were the dance given in Drexel Hall there on September 29 and the business meeting held in the assembly room at the Kansas City union station on September 3.

The dance was the club's first fall social event and was an exceptional success, having an attendance of approximately 300 employees and visitors. The business meeting was attended by about twenty-five members and was devoted principally to solicitation work with all present making interesting talks along the lines of the discussion.

North End Beaumont Sub

The meeting of the North End Beaumont Sub, held October 4 at Winfield, Kan., was devoted principally to discussing service and solicitation. Ten members were in attendance. J. E. Jones, agent at Atlanta, turned in an important traffic tip.

Birmingham, Ala.

The Birmingham Frisco Employees' Club broke all of its 1930 attendance records with a dance given in the Cascade Pavilion there, on September 18, which brought out a crowd of 400.

Probably an important reason for the success of this party, in addition to the fact that it was well advertised, was the music furnished by the Alabamians, an orchestra of wide local fame, whose dance tunes kept nearly the entire crowd on the floor from the opening number at 9:00 p. m., until the last dance of the evening at 12:00 p. m. This affair marked the beginning of the club's fall social activities.

Ladies' Auxiliary, Kansas City, Mo.

Bridge, pinochle and bunco were the chief amusements at the regular monthly party of the Ladies Auxiliary to the Frisco Employees' Sunnyland Club of Kansas City, held October 7 in the W. B. A. club rooms there.

Prizes in pinochle were won by Mrs. Swartz and Mrs. Peterson and the bridge prizes were awarded to Mrs. Radford and Mrs. Frazier. Mrs. Wells and Mrs. Milice won the prizes in

bunco. At the conclusion of the games, refreshments consisting of sandwiches and coffee, were served by the hostesses who, for this meeting, were Mesdames Milton, Burns, Clark, Highfill and Anderson. The meeting of the club was set for November 4.

Kansas City, Mo.

The benefit smoker which the Frisco Employees' Sunnyland Club of Kansas City, Mo., gave October 7, was featured by a number of exciting boxing and wrestling bouts between employees. The matches were announced by W. A. ("Bill") Bullard with Lee Taylor, chief clerk, serving as referee for the boxers and Frank Haungs, boilermaker inspector, acting in that capacity for the wrestlers.

The first event of the evening was a 15-minute wrestling bout between Veto Cataloni and George ("Flying Mare") Butterfield, the latter winning after several minutes of spirited grappling. A three-round boxing contest between "Boots" Abercrombie and Louis Kalny was the second event on the program. Abercrombie won with a technical knockout after one minute and 50 seconds fighting in the second round. Kalny made a good showing despite the fact he lost the bout. This bout was followed by a 20-minute wrestling match between Doral Denison and Richard J. Eckert, machinist apprentice. Denison won the first fall after two minutes and the second after nine minutes. Denison's experience gave him a decided edge over Eckert throughout the match. Other contests on the evening's card were: Jos. Super vs. Fred Benson, three rounds of boxing, ending in a draw; a three-round bout between Thomas W. Davis and Hollis Fouts, ending in a technical knockout for Fouts; a three-round bout between V. A. Dellinger, third class machinist, and Harry Stetler, third class pipefitter, Stetler winning a decision; a three-round bout, Stanley Hughes, mechanical laborer vs. John Biglow, third class machinist, with Biglow winning a decision, and a thirty-minute wrestling match between John Meert and Mickey O'Haven which went the full thirty minutes and ended in a draw.

Willow Springs, Mo.

H. B. Koch, secretary of the Willow Springs Chamber of Commerce, was the chief speaker at the meeting of the Willow Springs Frisco Employees' Club, held October 14.

Interesting talks were made also by B. B. Britell, roundhouse foreman, Charley White, engineer, and several other members of the club. The next meeting of the club was set for November 11.

GETS 500 CARS OF COAL

When it comes to "big league" solicitation on the part of an employe, Miss Blanche Bicknell, stenographer in the Northern division superintendent's office at Fort Scott, Kan., ranks as a star of the first order. This enterprising young lady recently turned in a tip on a movement of coal that constitutes a challenge to the best of employe-solicitors, since it gives Frisco Lines the intermediate haul on 500 cars a year for the next five years.

Miss Bicknell secured the information on this movement through friends and worked with E. A. Miller, general agent at Fort Scott, who got in touch with the coal company's representative and secured the intermediate haul for the Frisco on the part of the movement he controlled. The traffic manager's office in Kansas City was notified about the remainder, and that office handled it through the agent at that point where the shipper's office is located. The agent there got a routing order on the rest of the movement, giving Frisco Lines an intermediate haul on the entire movement.

Neodesha, Kan.

The Neodesha Frisco Employees' Club had an enthusiastic meeting on October 7, in which the members and officials in attendance joined in a lively discussion of prospective business and the various forms of competition. Twenty members and the following officials were present: W. H. Bevans, superintendent; S. E. Melton, general B&B foreman; J. O. Armstrong, division engineer; E. E. Carter, assistant superintendent, and C. R. Welch, traveling auditor.

The meeting was opened at 7:30 p. m. by H. M. Cloud, president, who reviewed the club's activities since the last meeting and reported that three tips had been turned in. W. H. Bevans made a brief talk on general business conditions and Frisco service, complimenting the club on its work. J. O. Armstrong followed with a few remarks on the value of employees to the company and the value of a man to himself. President Cloud stated that in his opinion a rise in the general price level would release a great deal of the company's potential business, pointing out that many cattle were being held for a better price, as were hay and wheat shipments. The remainder of the session was devoted to consideration of methods for meeting motor and other competition, with C. R. Welch, E. E. Carter, M. F. O'Harra, president of the firemen's organization, and F. S. Porter, engineer, taking a lead in this discussion. The next meeting was set for the first Tuesday in November.

Chaffee, Mo.

A dance, following a night football game on October 10, constituted the first October meeting of the Chaffee Frisco Employees' Club. A crowd of about 125 attended this affair, which was conceded by all present to be one of the most enjoyable dances held at Chaffee recently.

Plans for dances to be given following night football games on October 10 and 17, were made in the meeting of the Chaffee Frisco Employees' Club, held September 25. It was also decided in this meeting that the club should give an entertainment, consisting of two one-act plays with specialties in the interim between, and contribute the proceeds to the Provident Association.

A discussion of the radio announcements over Station KFVS at Cape Girardeau, apprising the public of Frisco Lines freight and passenger rates, followed. These announcements will be broadcast each evening during November. A report was made on the participation of Chaffee employees in the Neighbor Day program, held at Benton, Mo., October 2. The Chaffee String Band, which is composed of Frisco employees, played for the occasion and was highly praised.

Girls' Club, Springfield, Mo.

A delightful dinner, followed by a bridge and "hearts" party, constituted the meeting of the Frisco Girls' Club of Springfield, Mo., held September 30. An important feature of this affair was the introduction of the club officers for 1930-1931. About fifty members and guests attended.

The following recently elected officers were presented after the meal: Miss Beatrice Deming, president; Misses Matilda Hoffman and Mary Burrell, first and second vice-presidents, respectively; Misses Grace Jochum and Marguerite O'Brien, secretary and assistant secretary, respectively, and Miss Helen Yates, treasurer.

Following the introduction of the new officers, Mr. Glen Stambach, organist at the Paramount Theatre of Springfield, gave several piano solos and Mrs. Hazel O. Baker gave a reading. At the conclusion of the evening's games, favors for the high scores in bridge were awarded to Misses Lucy V. Good and Lillian Yates, consolation going to Miss Lillian Brooks. The favor in "hearts" went to Miss Julia Engleking and Miss Mary Newton was presented with the cut favor. This party was arranged by a committee comprised of the following: Miss Marguerite O'Brien, chairman, and Misses Eunice Hagerman and Elizabeth Gibson.

Thru an Oil Field at Oklahoma City



The above photograph shows the main line of the Frisco just outside Oklahoma City, where our tracks run through the greatest oil field in the southwest. Note the close proximity of the derricks to our tracks. It has been necessary on several occasions to halt passenger trains while the gushers are "blowing." Another well is being drilled on Frisco property at Oklahoma City, near the roundhouse. Photo courtesy the Oklahoma City Times.

Oklahoma City, Okla.

Despite competition from the Oklahoma State Fair, which was in full swing at Oklahoma City, the Frisco Employees' Club there had an attendance of 200 at its first meeting of the last season, held September 26.

W. L. Huggins, Jr., director of publicity, St. Louis, who was a visitor at this session, talked on "Railroad Problems," in which he pointed out how employes could work against the various forms of competition. The report on solicitation was made at this meeting and showed that a total of 54 passengers, 1 LCL shipment and 10 carlots had been secured since the last statement on the subject. The items of traffic which comprised the total in the report had been secured by the following: Chas. B. Hinsey, chief clerk; J. F. Scott; Harrison Hughes, clerk; James Tillman, porter; Chas. J. Smith, switchman; J. R. Trotter, conductor; M. Chesnut, conductor; W. L. Pipkin, clerk; J. C. Echols, clerk; E. W. Gee, car inspector; Mrs. W. A. Mills, wife of conductor; Ruben G. Martin, fireman; D. L. Estes, operator; J. O. Earley, conductor; G. E. Anderson, brakeman, and Mrs. Mills, wife of C. C. Mills.

At 9:00 p. m. the hall in which the meeting was held was cleared of chairs and the remainder of the evening was spent in dancing, the Sunset Six orchestra furnishing the music. The next meeting of the club was set for October 16.

Thayer, Mo.

The evening of September 27 was "Baseball Night" in Thayer. On that evening the Frisco Employees' Club there gave a banquet in honor of the players on the team which they had backed during the summer and which had brought the championship of the South Central Association to Thayer. About fifty players and employes attended the banquet, following which there was a dance and the entire evening was one of keen enjoyment to all who participated in the festivities.

The Thayer team finished in first place with a standing of .800 at the end of the last half of a split season, which was followed by a play-off series of three games with the Mountain View team which took first place for the opening half of the season. The Thayer team won the first two games of the play-off, obviating the third and giving them the South Central Association championship. Two of the Thayer stars, T. A. Webber, shortstop, and Fred Mitchell, pitcher, have been offered contracts for 1931 with Western Association teams. Webber is a Frisco brakeman on the Memphis subdivision and lives in Thayer.

The meeting of the Thayer Club, on September 19, was held principally for the purpose of planning the banquet for the ball players. About twenty-five attended and the ladies present took charge of the banquet arrangements.

Girls' Club, St. Louis, Mo.

J. E. Hutchison, vice-president in charge of operation, was the chief speaker at the luncheon of the Frisco Girls' Club of St. Louis, held September 26 in the Mark Twain Hotel, and he devoted his talk to giving those present some interesting and highly valuable information on the effects of various other means of transportation upon the railroads. About 146 members and guests attended this meeting, which was addressed by R. L. Schoeneberg, former president of the St. Louis Frisco Men's Club, and by W. O. Moore, chief clerk to the president, in addition to Mr. Hutchison.

A resolution of respect was read in memory of Miss Susie Fish, past secretary of the club, who died recently. Miss Lucille Troester gave several vocal selections, accompanied at the piano by Miss Grace Leland, and Miss Ann Ivy Sargent of the Morse School of Expression, St. Louis, gave several entertaining readings. Mrs. Louise Gibson, president of the club, announced that the club was losing two members through marriage, Miss Emma Lofhagen, who left the service September 19, and Miss Juanita Prather, who would leave October 15.

Joplin, Mo.

The first part of the meeting of the Joplin Frisco Employees' Club, held September 18, was given over to making arrangements for the members to attend the Frisco picnic at Pittsburg, Kan., September 21, in which the Joplin club participated, together with the Frisco Employees Clubs of neighboring cities.

Following the completion of the picnic plans, those in attendance discussed solicitation. The next meeting of the club was set for October 16 and it was voted that the Ladies' Auxiliary would furnish the program for that session.

Clinton, Mo.

Election of officers was the chief business transacted at the meeting of the Clinton Frisco Employees' Club held October 19. J. B. Brown was elected to the presidency of the club, W. S. Knapp, vice-president, and C. O. Claiborne was re-elected secretary with W. S. Graham chosen as his assistant. Sixteen members were in attendance at this meeting.

C. A. Rutherford made an interesting talk on bus and truck competition with railroads which was followed by a discussion, participated in by all present, as to the best methods of meeting this competition. The meeting closed with a consideration of general railroad topics, including the book of rules and traffic.

Memphis, Tenn.

That the members of the Memphis Frisco Employees' Club are alert and seize every opportunity to secure business is emphasized each month by the solicitation reports made at club meetings, and the meeting of that club, held October 8 in the local freight office there, was no exception. It was attended by twenty-five members and one visitor, G. T. Blankenship, traveling claim adjuster, and after setting the next meeting for the second Wednesday in November, the session was given over to solicitation report and discussion.

Reports made in the meeting disclosed that business, tips or both had been secured by each of the following: H. D. Robertson, route clerk; Everett Hanover, receiving clerk; F. T. Stroud, utility clerk; S. L. Oliver; P. W. Ramsey, team track clerk; N. R. Walker, receiving clerk; J. L. Edwards, cashier's clerk; D. E. Creeden, disposition clerk; A. E. Grissom, check and receiving clerk; H. S. Crothers, expense clerk; E. W. Holcombe, rate clerk; J. B. Wright, claim adjuster, and A. E. Elliot, platform foreman.

Fort Worth, Texas

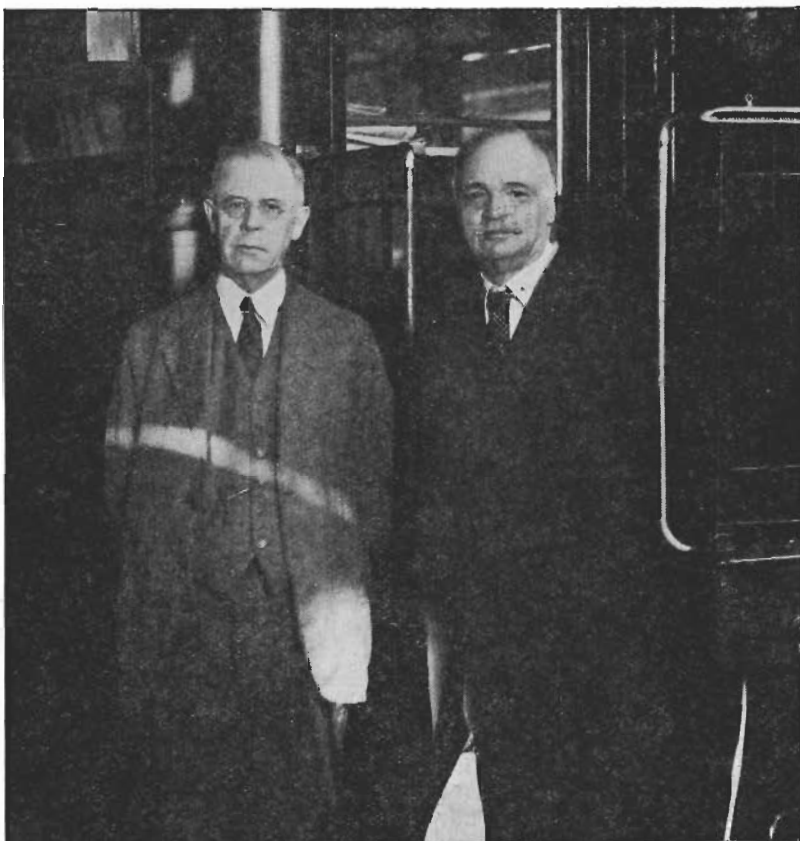
Harry Granger, president of the Frisco Employees' Club of Fort Worth, Texas, outlined plans, at a club luncheon held in the First Christian Church there, on October 16, for a very enjoyable and profitable season of club activities, stating that with the support and co-operation of members, the club should accomplish a great deal during the fall and winter months.

This luncheon opened the Fort Worth club's fall activities, and was well attended. Appetizing food and an entertaining program added to the success of the affair. The chief event on the program was a comedy skit entitled "An Embarrassing Moment in History," which was well received by the audience. It had been planned to have a Bathing Beauty Revue at this luncheon, but because of lack of time, it was postponed.

Arkansas City, Kan.

The meeting of the Frisco Employees' Club of Arkansas City, Kan., held September 20, was opened with an inspiring talk by J. W. Siverd, the club's president. Twenty members were in attendance at this session.

Following Siverd's talk, the discussion of solicitation was taken up by H. R. Smyer, agent; H. Spratt, car inspector; O. E. Williamson, switchman, and Walter Tinsley, yard clerk, all of whom contributed worthwhile reports and suggestions.

The Nation's Vice-President Uses Frisco Lines

HON. CHARLES CURTIS, Vice-President of the United States, was a passenger on the Sunnyland from Kansas City to Springfield, October 17. Traveling as a guest on the business car of Mr. J. E. Hutchison, vice-president of Frisco Lines, Mr. Curtis left Kansas City at 8:30 a. m., and arrived in Springfield at 1:50—on time to the minute. He is shown in the above photograph with Mr. Hutchison.

The nation's vice-president, who passed his 70th birthday last January, looks ten years younger than his age, and is unusually active.

Chatting with Mr. Hutchison, and H. W. Hudgen, chief claim agent, and W. L. Huggins, Jr., publicity director, who also accompanied him, he remarked that his only concession to his age was to stop remembering names, two years ago.

"They'll tell you out in Kansas where I started my political career many years ago, that I've got a remarkable memory for names. Two or three years ago, however, my doctor insisted that I stop that practice, so now I make no attempt at all to locate a man's name in

my mind, when I meet him."

The vice-president hasn't stopped his genial hand shaking, however. Crowds met the train at Paola, Pleasanton, Fort Scott and Lockwood, and at each of the four stops, Mr. Curtis shook the hands of three or four hundred people.

"That's one job I don't mind at all," he said. "There's something mighty human in shaking hands with folks. I've suffered ill effects from it only once, and that was when I shook hands with 8,000 people in one night. My hand ached a little for several hours after that."

Following his address in Springfield, October 17, to a mass meeting of Southwest Missouri Republicans, Mr. Curtis left on Mr. Hutchison's car aboard No. 104, arriving in Kansas City at 7:15 a. m., October 18. He was a guest of honor at the Kansas University-Kansas Aggie game in Manhattan, Kan., that day. During the next two weeks the vice-president made several political speeches in Kansas, in the interest of Frank "Chief" Haucke, Republican nominee for governor.

"Uncle Bill" Morrill Retires November First

"BE careful, now." Thousands of Frisco employees have heard those kindly words from one of the grand old men of Frisco Lines. In each instance that parting salutation has come at the end of a pleasant chat, and it has been accompanied by a hearty hand-shake.

Known to almost every Frisco employe, called "Uncle Billy" by hundreds of them, and affectionately remembered by literally thousands of school children as "that nice old man who talks to us about safety," J. W. Morrill, veteran engineer and accident prevention agent, has reached the retirement age.

On November 1st, after fifty-one years of service with Frisco Lines, "Uncle Bill" was placed upon the railroad's retired list—the Roll of Honor.

He was born in Stanstead County, near Quebec, Canada, October 2, 1860. Near the old home is a monument erected to the pioneers of that county, and on the marble slab are five Morrill names.

He came to Boston in 1878 to drive an ice wagon for a time, and in October, 1879, he came to St. Louis to visit with a cousin, Cal Dutton, who was a passenger man with Frisco Lines.

"When I went to look for work, Mike Kearney, head of the mechanical department in 1879, told me that they wanted some big men to fire some new big engines that they had just received. These were the No. 42 and 43 engines, with 18-inch cylinders. And so on the third of November, 1879, I started to work for the old Frisco. In the spring of '80 I went to firing, and in the fall of '83 I was operating a locomotive between Pacific and Dixon, Pacific being the end of the railroad until New Year's morning of '84. I got a regular switch engine job at Chouteau Avenue in the winter of '84 and in the spring got the Dixon hill job on the helper engine, for which I received \$3.00 a day for 12 hours work.

"In February, 1894, I was placed on

local passenger run that laid over at Pacific and I had that run until I was retired from the locomotive service on May 1, 1920, due to a defective ear."

It was then he was assigned to accident prevention work. It seems that he was particularly fitted for his task. Having been an engineer he knew the dangers that were in store for the trespasser. His particular work has been with the school children and roughly estimating his audiences, he has spoken before 3,000,000 school children. From his pocket he can always draw forth a button upon which is printed "KMOX Careful Children's Club, St. Louis Safety

Council," and through "Uncle Billy's" vigilance thousands of children have joined.

He seems to think the hope of safety is in the next generation: "Safety should begin at home," he said. "We teach these children safety in the school, and then their mothers and fathers take them for a shopping tour on the busy streets of a town, grab their little hands and rush through red lights, in front of speeding cars, and our safety teachings prove naught."

Radio enthusiasts in all parts of the country have heard

"Uncle Billy's" plea for safety over the KMOX station in St. Louis and his addresses always carry an appeal—the appeal of a man who has been back of the throttle of a locomotive and knows the dangers of those who do not heed the bell and whistle, and the appeal of a man who has made an intensive study of safety rules.

Morrill has been an active member of the Brotherhood of Locomotive Engineers since 1884, when he joined Mizpah Lodge. He served as local chairman, chief engineer, secretary and treasurer of the General Committee of Adjustment for a number of years and has often attended the national conventions as a delegate. He is also a member of Lodge 534, A. F. & A. M., of Pacific, Mo., and an active worker in the Presbyterian church. He has also been a member of the

IN THE FRISCO HOSPITAL

The following list contains the names of patients confined in the Frisco Employes' Hospital in St. Louis as of Oct. 15, 1930. They will be glad to hear from their friends:

Kimberlin, Miss R., St. Louis, Mo.
Marberry, W., St. Louis, Mo.
Williams, W., Enid, Okla.
Wright, J. V., Poplar Bluff, Mo.
Dean, H. C., Manchester, Mo.
Edlin, J., Dunbar, Okla.
Murphy, J. P., Springfield, Mo.
Nelson, J. A., Joplin, Mo.
Reaves, E. L., Ft. Smith, Ark.
Bailey, D., St. Mary's, Mo.
Helbing, A., Springfield, Mo.
Dillon, A., Enid, Okla.
Daugherty, W., Sullivan, Mo.
Putman, F. C., Oklahoma City, Okla.
Dumey, H. J., Chaffee, Mo.
Cross, H. T., Chicago, Ill.
Kellner, A. T., Kansas City, Mo.
Eastern, B., Dunbar, Okla.
Adams, J. B., Ft. Smith, Ark.
Benson, C. L., St. Louis, Mo.
Harold, J., Webster Groves, Mo.
Williams, G. W., St. Louis, Mo.
Speak, Joe, Springfield, Mo.
Graham, George, Wadina, Okla.
Meador, W. M., Springfield, Mo.
Mitchell, Claude, Farmington, Mo.
Burks, F. K., St. Louis, Mo.
Rhodes, C. L., Springfield, Mo.
Reppert, J. C., Kansas City, Mo.
Sproul, J. M., Sherman, Texas.
Smith, John, Sapulpa, Okla.
Atteberry, J. N., Aylesworth, Okla.
Kindred, E. J., Crowder, Mo.
Vance, J. L., Morris, Okla.
Hickey, C. C., Kansas City, Mo.
Thomas, J. W., Sapulpa, Okla.
Hoagland, O., Hugo, Okla.
Vegas, W., Oklahoma City, Okla.

Board of Education in Pacific for the past twenty-five years.

Mr. and Mrs. Morrill have two sons, the oldest, Joseph R., now employed with the St. Louis Terminal Company and the youngest, Don E., in the real estate business. One daughter is married and resides at Maplewood, and a second lives with the Morrill's at Pacific and is a teacher in the primary grade of the schools there.

"I am leaving the service with nothing but kind feelings for everybody," "Uncle Billy" said, "and these kind feelings are for everybody from the section foremen to President Kurn."

There is no reward which his most intimate friends could wish for him which will be greater than the reward which he will receive, and that is the everlasting affection and respect which is his.



J. W. MORRILL

H. C. CONLEY DIES OCT. 9

Veteran Traffic Department Officer Succumbs at Joplin, Mo., Hospital

THE Pension Roll of Frisco Lines lost another "old timer" on October 9, when Harrison Clark Conley, better known as "H. C.", assistant freight agent at Oklahoma City, died of cancer at Joplin, Mo. The funeral was held at 2 p. m., October 10, in Oklahoma City, with George F. Macgregor, executive general agent, Kansas City, and F. C.



H. C. CONLEY

Bymaster, chief clerk to general traffic manager, and B. H. Stannage, traffic manager, both of St. Louis, among the officials in attendance.

Officially credited with 46 years and nine months service with Frisco Lines, Mr. Conley was one of the most widely-known rail traffic executives in the great southwest. He entered the employ of Frisco Lines on March 22, 1882, as a car cleaner for the Missouri River-Fort Scott and Gulf Railroad. He was determined to become a telegrapher, but it was necessary that he accept the car cleaner's job to get on the road's payroll. Shortly thereafter he became a combination car clerk, check clerk and baggage man under Agent W. A. Denis. So multitudinous were his daytime duties that the telegraph key remained as far as ever from realization until he hit upon the idea of handling baggage for the Missouri Pacific night operator, and that gentleman, in return, agreed to "practice" with him on the key. Thus Conley learned the telegrapher's art at the practice key from

Haskell Indians on Frisco to Cape Girardeau



Ancestors of the young men in the above picture rode horses bareback, shot their game with bow and arrow and were the only real "native Americans." These gentlemen, however, comprise the football team of Haskell Institute, national Indian school at Lawrence, Kansas, and when this picture was taken, on October 17, they were in St. Louis, enroute to Cape Girardeau, where they were defeated by the Cape Girardeau teachers 12 to 6 in one of the surprise victories of the early football season. Coach John Levy, who was second only to the famous Jim Thorpe as an Indian athlete, appears second from the left in the second row.

7:00 until 11:00 o'clock each evening.

In the latter part of October, 1882, he went to Girard as helper, then became relief agent. Then, throughout the years of his Frisco service, came agencies at McCune and Arcadia, Kan.; Lamar and Joplin, Mo.; commercial agent at Joplin, commercial agent at Wichita, Kan.; division freight agent at Wichita and at Oklahoma City. His appointment as assistant general freight agent at Oklahoma City was made in 1912. He reached the 70-year age limit and was placed on the Pension Roll January 1, 1929.

Mr. Conley was born October 30, 1858, in Painsville, Ky., the son of a stock raiser, and received a common school education in his natal city. During his boyhood, he aided his father on their farm and his first job, at the age of 20 years, was that of a mining clerk. He married Miss Frances Copes on September 6, 1887, at McCune, Kan. He is survived by his widow and one son, Homer J. Conley.

FAVOR REGULATION

A resolution urging regulation of bus and truck traffic on the highways, was passed by Lodge No. 879 of the Brotherhood of Locomotive Engineers, Clinton, Mo., at the meeting of that organization on September 28. The resolution, signed by D. B. Ambrose, secretary, and W. S. Knapp, chairman, is as follows:

Be it resolved as follows:

"We recognize that the use of the highways of the State of Missouri by motor buses and trucks with trailers make them actual competitors of the railroads in passenger and freight business.

"We believe the use of the highways built by the people of the state and used by the motor buses and freighting corporations is unfair competition.

"We favor fair legal regulation over all such passenger and freight business equally as stringent as the many laws governing other lines of transportation."

AGENCY CHANGES

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

A. C. Fitzgerald, Bessie, Okla., September 10. J. D. Beckerdite, Chandler, Okla., September 22. R. Stephan, Cuba, Mo., September 5. J. S. Avar, Edd, Okla., September 16. F. C. Lea, Goltry, Ala., September 22. M. Buttram, Leflore, Okla., September 13. R. D. Bush, Linden, Ala., September 22. G. D. Bailey, McNab, Ark., September 16. J. M. Johnson, Menfro, Mo., September 9. F. B. Dickey, Newburg, Mo., September 19. D. Cresswell, Walnut Grove, Mo., September 18. R. R. Burton, Hayward, Okla., September 26. E. A. Morsani, Lincoln, Ark., September 23. V. A. Dufour, Millerton, Okla., September 25. V. L. Stocker, Piedmont, Kan., September 23. C. B. Simmons, Seneca, Mo., September 20. G. J. Robinson, Stroud, Okla., September 24. E. J. Lemmons, Waco, Mo., September 26. B. F. Smith, Eureka, Mo., October 8.

The following were installed temporary agents: J. P. Sheets, Salt Fork, Okla., September 11. M. Swoford, Fairland, Okla., September 19. C. O. Kessinger, Avar, Okla., October 7. E. C. Holland, Wheatland, Okla., September 13.

Effective September 9, McWillie, Okla., agency was closed.

Effective September 22, Netherlands, Mo., was opened as a freight agency. L. Richards was installed as freight and ticket agent.

Effective October 3, Amagan, Ark., formerly a ticket only agency, opened as a freight agency, the present agent, J. J. Causey, remaining as freight and ticket agent.

C. J. Kunz was installed permanent agent at Monett, Mo., October 4. (A. S. Pittman had been acting agent since August 26. A. T. Brown, the former agent died September 4.)

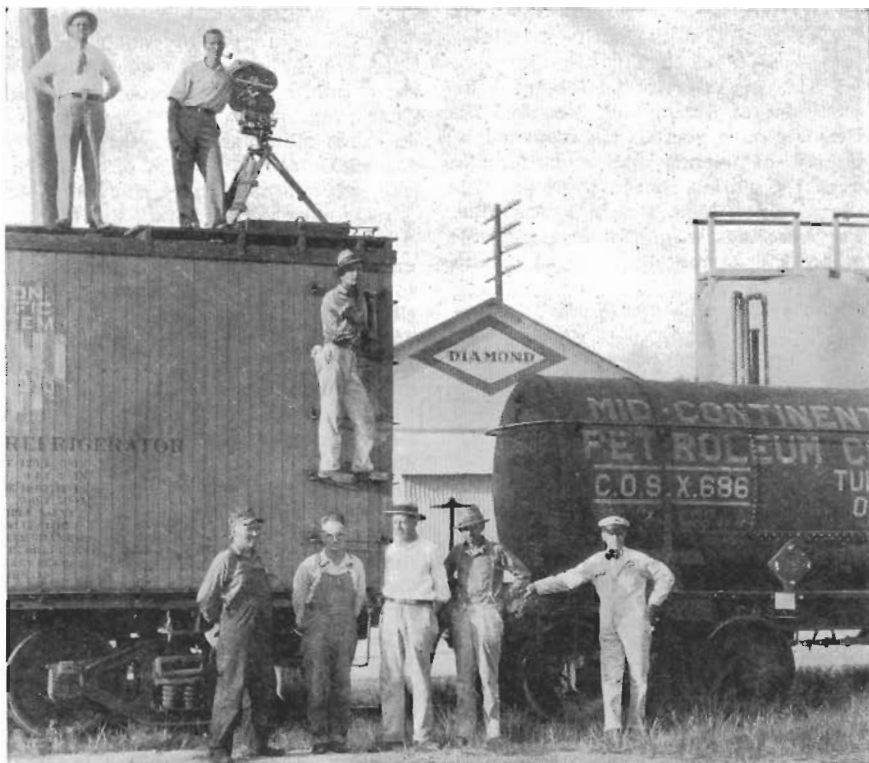
T. F. Underwood was installed temporary city ticket agent at Oklahoma City, October 3.

A PRIZE WINNER

Guy Tummons of the Reclamation Plant, Springfield, Mo., returned home from the Sedalia State Fair this year, with seven first prizes and two second prizes which he took with his New Zealand Red Rabbits.

He is planning to exhibit them at the Oklahoma and Kansas Fairs and expects to meet with equal success.

Frisco Into the Movies at Vinita, Okla.



THE Frisco's northbound Tulsa-Afton local freight train broke into the movies on the afternoon of August 7th, when cameramen, director and supervisor were on hand at Vinita as the local pulled in with a full train.

Mid-Continent Petroleum Corporation was producing an all-talking and sound motion picture, telling the story of a drop of oil from the well to the consumer's automobile tank, and for scenes showing the handling of the refined products through the bulk storage plant, the Mid-Continent selected the company's bulk station at Vinita, Okla., a recently erected station served exclusively by the Frisco.

When the train pulled into Vinita, it contained a tank car of Diamond Gasoline consigned to the Vinita bulk station. Four scenes were "shot" at Vinita, with the train and engine crews comprising the cast, which included one shot of the train entering the yard, one showing the tank car being cut out of the train and switched on to the siding, and two showing the car being spotted at the Mid-Continent's unloading rack.

The accompanying photograph shows how the movie camera was mounted on top of a box car to get an unusual angle of the bulk plant as the tank car approached. In the

picture are (on top of the car): R. M. Page, Frisco agent at Vinita, and M. B. Jacobs, cameraman; (on side of car) K. H. Guinney, brakeman, and standing, from left to right, E. L. Gardner, engineer; P. E. Lamm, conductor; W. A. Salmans, brakeman; William Salyer, fireman, and G. A. McCumber, Mid-Continent agent at Vinita.

The scenes were photographed in natural color and when shown on the screen will be accompanied by full sound effects. The Frisco has parts in several other scenes of the picture, one of the most outstanding being of a full train of Diamond tank cars, pulled by a Frisco locomotive, crossing the Frisco bridge across the Arkansas River at Tulsa, with the Mid-Continent refinery in the background. This scene was also photographed in color.

The Frisco enjoys a splendid patronage from the Mid-Continent Petroleum Corporation, Tulsa's heaviest shippers. The company's refinery at Tulsa is one of the world's largest independent refineries, with a daily capacity for running 40,000 barrels of crude oil. The products of the refinery are shipped to all parts of the country, keeping a fleet of 2,200 company-owned tank cars on the move the year 'round.

BERNICE JENNINGS KILLED Frisco's Only Woman Aviator Dies In Crash October 1

THE accidental death on October 1 of Miss Bernice Jennings, relay operator in the telegraph department at Springfield, Mo., and the Frisco's only aviatrix, is mourned by a host of friends and acquaintances over the entire Frisco system. The plane which Miss Jennings was piloting crashed from 200-foot altitude when the motor died. Fred Crane,



BERNICE JENNINGS

mechanic, who was with her, was fatally injured and died shortly after the accident.

Miss Jennings was 28 years of age and was born in Carrolton, Ill. Left at an early age in life without father or mother, she was reared by an aunt. She began her services with Frisco Lines in June, 1917, clerking in the car accountant's office. When the telegraph school was started on Frisco Lines, with H. D. Teed then superintendent of telegraph, J. H. Brennan, his assistant and present superintendent, and A. B. Sherwood, wire chief, acting as instructors, Miss Jennings attended night school where she learned telegraphy. During the World War she was given a position at Stoutland, Mo. For seven years she worked between Monett and St. Louis as telegrapher and station agent, coming to the relay office at Springfield in 1925, and made a record there of sending 92 messages an hour which still stands.

Last summer she became interested in aviation and started her lessons at the Springfield airport where she was the first woman student. She worked at the Frisco at night and so had the day for her flying. On August 26 Miss

FEW CARS DAMAGED Excellent Handling Lowers Car Casualties Each Month

A CAR damaged by rough handling on Frisco Lines becomes more and more of an exception as the year progresses. This is emphasized in the statement on this subject issued October 7 by the office of the car accountant at Springfield, Mo. This report shows that during the first nine months of this year a decrease of 40.7 per cent was effected in the number of cars damaged by this cause in comparison with the corresponding period of last year, and the monetary amount of this damage decreased 51.1 per cent.

The per cent of increase in the number of cars handled per car damaged amounted to 53.5 per cent during the first three quarters of this year compared with the same period of last year and the per cent of decrease in the amount of damage per car handled was 46.27 per cent in the same comparison.

Of the Frisco divisions, Central had the best record, with three cars damaged out of 295,052 handled during the first nine months of the year and Southwestern division was second, damaging but 20 cars among the 753,603 handled. Eastern division was ranked third in the report. A total of 628,844 cars were handled on that division and 18 of them were damaged.

Among the terminals, the best record was made at Springfield, where 551,256 cars were handled and 9 were damaged. Birmingham was second among the terminals, handling 487,182 cars and damaging eight. St. Louis was ranked third with 18 cars damaged out of the 544,244 handled.

Nine cars were damaged on Texas Lines during the first nine months of the year out of 100,025 handled. This compares with 14 damaged there during the same months of 1929, when 109,440 were handled and with 23 damaged out of 111,505 handled in the same period of 1928.

Jennings was given her examination for a private pilot's license by B. D. Fox, department of commerce official, and Mr. Fox said, following the examination, that she had performed "better than the average woman flier" in execution of the regulations.

She had taken the plane up on two previous trips on the morning when she was killed, making perfect landings. The accident occurred on the third trip.

Funeral services were held from the Herman Lohmeyer undertaking parlors, Springfield, Mo.

"PAP" ADAMS RETIRES Veteran River Division Engineer Makes Last Run Sept. 29

TWO reasons contributed to the great thrill of pride which W. A. (Pap) Adams must have felt when he stepped down from the cab of the Sunnyland's engine at Chaffee on September 29. He was ending forty-four years of faithful service in the employ of Frisco Lines and he was greeted by some 300 of his friends who met him at the close of his last run to show their appreciation of his splendid record as a fellow employe and as a respected neighbor.



W. A. ADAMS

A fourteen-piece band headed the parade that was staged for him from the station down Yoakum Avenue. O. R. Honey led the band and appropriate selections as "Auld Lang Syne" and "The End of a Perfect Day" were played. "Pap" rode a baggage truck pulled in the procession by Dr. W. A. Walling, president of the Chaffee Chamber of Commerce, and H. Hopkins, president of the Frisco Employes' Club there.

"Pap" Adams was born in Ireland and came to the United States when a small boy, entering the service of Frisco Lines in his teens as a round-house employe and gradually advancing to the position of engineer. He has a service record of 44 years and two months and for the past twenty-five years has made his home in Chaffee. He reached the age of retirement on September 13.

He Knew

"The man who gives in when he is wrong," said the street orator, "is a wise man, but he who gives in when he is right is—"

"Married!" said a meek voice in the crowd.—The Right Way.

RAILS EARN ONLY 3.64% Net For First Seven Months Decreases \$227,447,745 Over Last Year

CLASS I railroads of the United States for the first seven months this year had a net railway operating income of \$458,943,343, which, as at the annual rate of return of 3.64 per cent on their property investment, according to reports just filed by the carriers with the Bureau of Railway Economics. In the seven months of 1929, their net railway operating income was \$686,391,088 or 5.56 per cent on their property investment.

Property investment is the value of road and equipment as shown by the books of the railways, including materials, supplies and cash. The net railway operating income is what is left after the payment of operating expenses, taxes and equipment rentals, but before interest and other fixed charges are paid.

This compilation as to earnings for the seven months of 1930 is based on reports from 171 Class I railroads representing a total of 242,679 miles.

Gross Revenues Decline 13.2%

Gross operating revenues for the first seven months of 1930 totaled \$3,148,700,980 compared with \$3,626,465,518 for the same period last year or a decrease of 13.2 per cent. Operating expenses for the first seven months of 1930 amounted to \$2,405,088,199 compared with \$2,638,986,808 for the same period one year ago, a decrease of 8.9 per cent.

Class I railroads in the first seven months of 1930 paid \$213,064,188 in taxes, compared with \$232,520,016 for the same period last year, a decrease of 8.4 per cent. For the month of July alone, the tax bill of the Class I railroads amounted to \$31,658,421, a decrease of \$3,665,503 under July of the previous year.

Twenty-four Class I railroads operated at a loss in the seven months of 1930, of which seven were in the Eastern, three in the Southern and fourteen in the Western District.

July Earnings at Rate of 3.76%

Class I railroads for the month of July had a net operating income of \$82,750,153 which, for that month, was at the annual rate of return of 3.76 per cent on their property investment. In July last year, their net railway operating income was \$123,824,669 or 5.76 per cent.

Gross operating revenues for the month of July amounted to \$457,025,113, compared with \$558,386,428 in July last year, a decrease of 18.2 per cent. Operating expenses in July

These Tulsa Employees Won Least-Error Pennant



THE group of employees in the above photograph comprise the wide-awake station force at the Tulsa, Okla., freight house, which won the Group One least error pennant during August, giving them the distinction of leading their group in efficient freight handling each consecutive month for a complete year. During August they handled 25,734 shipments with only fourteen errors.

Appearing sixth from the left is L. I. Burd, warehouse foreman, to whom a large share of the credit for this station's remarkable record is due. He leads the war on errors at Tulsa and devotes a great deal of study to methods and means which tend to reduce them. Burd handles each error file with the party concerned personally and frequently calls meetings of his force to discuss error reduction. In these frequent meetings, which are attended by the entire force, the handling of merchandise is discussed and every effort is made to stimulate interest on the part of employees. Effort

is made at all times to have the same stowmen load the same schedules, with the idea that the men become more efficient as they become more experienced in the particular schedule. One of the most important factors in keeping errors down, according to Burd, is the fact that the force is made up of very conscientious employees and there are few changes. "My entire force," he says, "is interested in the elimination of errors and tries hard to avoid them by doing a good job of checking and stowing. They are always on the alert for shipments going to the wrong car."

At the extreme left in the photograph is Allen S. Lewis, assistant warehouse foreman, and standing immediately to his right and slightly in front of him is G. R. Warren, day yardmaster, who is responsible for the prompt placement of merchandise and switching of out-bound loads of merchandise from the house. Fourth from the left is F. A. Connell, freight agent.

totalled \$331,561,565 compared with \$389,257,584 in the same month in 1929, a decrease of 14.8 per cent.

In the Western District, of which the Frisco is a part, Class I railroads for the first seven months in 1930 had a net railway operating income of \$151,921,824 which was at an annual rate of return of 3.33 per cent on their property investment. For the first seven months in 1929, the railroads in that district had a net railway operating income of \$243,503,703 which was at an annual rate of return of 5.47 per cent on their property investment. Gross operating revenues of the Class I railroads in the Western District for the first seven months this year amounted to \$1,167,334,256, a decrease of 13.6 per cent under the same period last year, while operating expenses totaled \$899,393,236, a decrease of 8.8 per cent compared with the first seven months the year before.

For the month of July, the net railway operating income of the Class I

FLORAL EXHIBIT IN OKLA.

A floral exhibit arranged by Don Fellows, Frisco florist, attracted considerable attention at the Oklahoma Free State Fair, held in Muskogee, September 27 to October 4. The exhibit featured a model of engine 4213, fifty varieties of flowers, a miniature farm scene, and a miniature Blue-bonnet train. Another attractive part of the exhibit was a rock garden with two pools of running water. During the week many baskets of Ozark-grown grapes were given away, together with 10,000 assorted flowers and bulbs. The exhibit was transported to Springfield in a Frisco baggage car, and sent back to Springfield where it may be seen soon in the display windows of the J. L. Long & Sons Furniture Store.

railroads in the Western District amounted to \$38,246,424. The net railway operating income of the same roads in July, 1929, totaled \$54,029,885.

OIL SHOW IS SUCCESS

Eighth International Exposition
at Tulsa Assured for 1932

TULSA, Okla., Oct. 12.—The brilliant success of the seventh International Petroleum Exposition and Congress here, October 4-11, 1930, has given very substantial promise of a greater event in May of 1932, when the Natural Gas Division of the American Gas Association is scheduled to meet with the Oil Show, in the fact that the pleased exhibitors in more than 200 cases have already filed their contracts for space in the 1932 Exposition.

This is more than half of the total number of contracts for display space, 398, in the Oil Show just concluded.

From the enthusiasm engendered by the lively spirit of the business men who are supposed to be undergoing a period of depression, the Oil Show management has found the courage to talk of a further expansion of the Exposition plant, although a \$200,000 building program had just been completed before the last show.

If a good start is an indication of final success, the Oil Show and Congress was "made" on the opening day when two members of President Hoover's cabinet made the formal addresses. These were Robert P. Lamont, secretary of commerce, and Patrick J. Hurley, secretary of war.

On the speakers' platform with Mr. Lamont and Mr. Hurley were such notables at Edwin B. Reeser, president of the American Petroleum Institute; Henry L. Doherty, president of the Henry L. Doherty Company, and father of the unitization plan; William G. Skelly, president of the Skelly Oil Company and of the Exposition, and donor of the \$325,000 stadium dedicated on the opening day of the Oil Show; James M. Kurn, president of Frisco Lines, and J. R. Koontz and B. T. Wood, Frisco vice-presidents.

Because, as seemed to be the most general explanation of the show's success with the exhibitors, the financial transactions in the petroleum industry are now definitely on a lower plane and therefore operations must be more economical, the leaders in the industry thronged the Oil Show plant to learn how they might cut down the costs which marked the difference between profit and loss.

The announced sales by exhibitors during the Exposition, indicate that the Oil Show advanced as a market place in 1930 over the record-breaking figure of \$6,000,000 in sales during the 1929 show.

Here's A Splendid Family of Frisco Folks

THERE are ten good reasons why Mr. and Mrs. William M. Pitts of Monett, Mo., might be called the wealthiest couple in that city. The ten reasons are their ten children, which range from 1 year and 5 months to 24 years of age.

Mr. Pitts has the distinction of having the largest family of any switchman in the Monett Yards and perhaps one of the largest on the entire system. He entered the service of Frisco Lines in 1906 as switch tender, was promoted to switchman January 4, 1907, and has worked in that capacity for 23

years. His salary from the Frisco has made it possible to educate the ten children. All of them are at home but one son, who is a senior at Drury College, Springfield, Mo.

From left to right, their names are: (top row) Carl, age 22; Paul, age 25; Walter, age 19; Leon, age 14.

Second row: Jeannetta, age 16; Mr. and Mrs. Pitts, and Margaret, age 18.

Bottom row: Donald, age 8; Billy, age 6; Ella, 1 year and 6 months, and Denton, age 10.

CASUALTIES DECREASE

Total casualties on Frisco Lines decreased 22.1 per cent during September and 28.6 per cent during the first nine months of this year in comparison with the corresponding periods of last year, according to the statement on this subject issued October 13 by H. W. Hudgen, director of accident prevention, Springfield, Mo.

A decrease of 35.2 per cent was effected in the number of casualties among employees during August, and during the first nine months of the year employee casualties decreased 33.5 per cent, both reductions in comparison with the corresponding periods of 1929. A decrease was recorded for each of the departments both for the month of September and for the first nine months in comparison with last year. These reductions in order of their size were as follows for the month of September: Main-

tenance-of-way department 56.1 per cent, mechanical department 39.1 per cent, and transportation department 18.7 per cent. For the first nine months these reductions were: Mechanical department 50.4 per cent, maintenance-of-way department 49.4 per cent, and transportation department 13.1 per cent.

Among the different classifications of non-employees the greatest decrease during August was among the licensees—28.5 per cent compared with August, 1929. Autoists were second with a 26.3 per cent reduction in the same comparison. A decrease of 5.8 per cent was recorded for the licensees during the first nine months of this year in comparison with the same period last year.

Son: "Her niece is pretty good looking, isn't she, Pa?"

Pa: "Don't say 'knees is. Always say 'knees are'."

HOW ABOUT THE BUSES?

Editor Mathews of Rich Hill,
(Mo.) Inquires About Legis-
lative Action

Close readers of the weekly newspapers published in the rural communities of the nine state territory served by Frisco Lines have noticed a growing sentiment urging regulation and restriction of the bus and truck traffic, and advocating legislative fairness in the competition between this method of transportation and the railways. Particularly is this true in communities adjacent to cross-state hard roads, where the residents have forcefully brought to their attention, the tremendous amount of trucking over the state-maintained highways.

Editor Leon W. Mathews of the Bates County Republican, published at Rich Hill, Mo., sets his type and publishes his paper in an office from which he has an all-day view of U. S. Highway No. 40, which crosses Missouri from St. Louis to Kansas City.

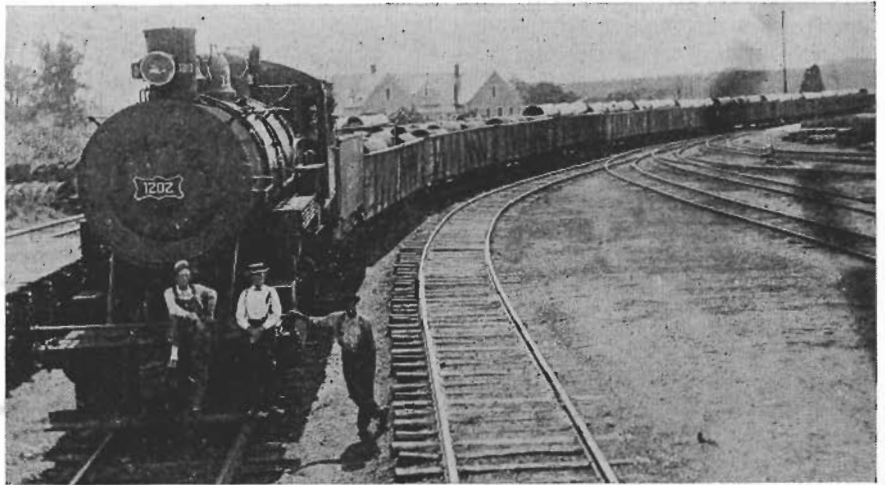
What Editor Mathews had to say about the buses and trucks in his issue of September 5, follows:

—W. L. H., JR.

WHEN the next State Legislature meets, one of their main objects should be to see to it that the busses that are using the Missouri highways should pay for the use of these highways in proportion to what the railroads are paying to operate their lines. The busses are in direct competition with the railroads, they are hauling people who would otherwise use the railroads and yet they are using for their road bed the highways that were built for the people of this State. They pay a small fee, of course, but in proportion to what it would cost them to build and maintain these roads they are paying practically nothing. They come into every town along the line, use the streets of the town, and yet they pay nothing whatever to maintain these streets and in no way reimburse the towns for the wear and tear upon their streets. It isn't fair or just.

In opposition to the busses we have the railroads. They build and maintain their own roads. They own property in every county where they do business. They have their employees living in every town and hamlet where they operate and pay them their wages. These employees in turn spend their money in each community to live, help support the enterprises of the different towns. They help even with the streets as we had evidence recently when we paved Park Avenue here. The town paved on each side of the railroad, but the railroad built the road across their own tracks. When a community plans anything out of the ordinary the railroads are always willing and anxious to do their part toward making it a success. They give free instruction along any line of home development

Trainload of Pipe From Alabama to Mid-West



IT IS train loads like the one in the above photograph that help turn pessimists into optimists. This train was loaded with pipe from the United States Steel Plant at Bessemer, Ala., destined for mid-western points, and appearing left to right in

the photograph are R. S. Weeks, flagman, M. H. Jones, conductor, and Charlie Ware, colored brakeman. The plant at Bessemer produces a great amount of pipe, a large portion of which moves west and the Frisco never fails to get its share.

that their roads run through. They employ experts in the agricultural lines who are always glad to help or assist the people who ask them about any problem that might come up in regard to farming.

And yet these same railroads who build up everything rather than tear down the public utilities of the State are the ones who are given the dirty deal in favor of the busses. We feel that the State of Missouri should make a reasonable adjustment of the affairs so that the railroads could get as good a deal as the busses. The men running for the State Legislature from Bates County should see to it that if they are elected they will make it a point to see that things are equalized to some extent. We are mighty proud of our highways and want them to last a long time and we don't think that it is right for them to be used to put other people out of business who are just as essential to the State as the highways.

"Here you are, sir," cried the hawker, extending a bouquet. "Buy some nice flowers for your sweetheart."

"Nothing doing," responded the young man. "I haven't got a sweetheart."

"Buy some flowers for your wife then."

"Wrong again," was the answer. "I'm not married."

"Well, then, Guv'nor, buy the bloomin' lot to celebrate your luck."

TRAINS 95.3% ON TIME

4,342 Passenger Trains Made
Schedule During September

THE high standard of performance which Frisco Lines strives to maintain in all phases of its service is probably nowhere better exemplified than in the on-time performance of its passenger trains. During the month of September, for instance, a total of 4,342 passenger trains were operated on the seven Frisco divisions and were 95.3 per cent on time, according to a report on the subject issued October 14 by the office of the general manager, Springfield, Mo.

Western division led the others by making a perfect record during September, operating 160 trains 100 per cent on time, which compares with the record of 186 trains operated 98.9 per cent on time there during August of this year.

The division with the second highest per cent of trains on time during September was the Central where 280 trains were 98.9 per cent on time. During August 310 trains were 99 per cent on time there.

River division had the third best performance with 772 trains 97.8 per cent on time in September. During August of this year the 798 trains operated on that division were 98.1 per cent on time.

WHO CAN BEAT 'EM?

"I have just read your article, 'Who Can Beat 'Em,' on page 27 in the September issue of *The Frisco Employees' Magazine*, referring to the fast handling of foreign cars," writes Acting Yardmaster J. R. Finney of Hugo, Okla.

"I am giving below one of the records made here at Hugo recently:

"Car TCX 4836, loaded with gasoline for the Texaco Company, arrived in Hugo on Train 736 at 9:50 a. m., September 8th. It was placed to unload at 11:30 a. m. and the consignee was notified at that same time. The car was made empty at 3:00 p. m. on that day and was moved out on 737 at 11:45 p. m. the same date. This was the first train out after the car's arrival. Elapsed time was 13 hours and 55 minutes. Movements of this nature are made possible by the close co-operation of the local agent for the Texas Company, Si Williams."

The above letter is self-explanatory and other cases of rapid handling, every one of which also huris forth the challenge: "See if you can move 'em faster," follow. The first was sent in by Trainmaster Grace of Texas Lines. This, he says, is a sample of Texas Lines handling:

"Car MK&T 46642 and six other cars of cattle were received from the MK&T at Dublin, Texas, at 3:00 a. m., on September 5th. They were moved, Dublin to Whiteland, on Trains No. 35 and Local Extra, leaving Dublin at 5:00 a. m. and arriving in Whiteland at 2:45 p. m. The cars were released and moved out of Whiteland on Local Extra North at 3:20 p. m., connecting with No. 34 out of Brownwood and arriving in Dublin at 8:35 p. m., September 5th and five of the cars were delivered to the MK&T at that time. The other two were delayed because of no room until transfer was pulled by MK&T, and were delivered at 12:10 p. m., September 6. This was a 222-mile movement made without per diem by five of seven cars."

J. S. McMillan, superintendent of the River Division, calls attention to the following movements of cars in and out of Cape Girardeau:

"Cars, B&O 258053, PLE 43019, PLE 44442, all loaded with red mud for the Marquette Cement Manufacturing Company, were received on Train 835 at 6 a. m., August 18, and were placed at 9:00 a. m. the same date. They were unloaded and moved out on 832 at 7 o'clock in the evening of that day.

"Car PRR 381124, loaded with cinders for the Marquette Company, was received at 7 a. m. on August 18th, was unloaded, pulled and forwarded on Extra 732 at 5 p. m. on the same date."

TEXAS—A Little Truth and Fiction About the "Lone Star" State

Well, well—those folks down in Texas have been bragging again!

Vice-President J. E. Hutchison doesn't know whether the bragging account which follows was written by O. H. McCarty, vice president and general superintendent of the Texas Lines, or not. At least "OHM" forwarded it to his superior. And at any rate, it's worth reading, partly because it's partly true, and partly because it shows to what heights of literary ecstasy a true Texan can rise when writing about the Lone Star State.

Here 'tis—author unknown:

"TEXAS"

"Texas occupies all of the continent of North America, except a small part set aside for the United States, Canada, and Mexico. Texas owns the north half of the Rio Grande, one of the few rivers in the world with one bank WET and the other DRY! Texas is bounded on the north by 25 or 30 states, on the east by all of the oceans except the Pacific, on the south by the Gulf of Mexico, and South America, and on the west by the Pacific ocean and the rest of the world! Underneath Texas they have, at this writing, been down only 8,000 feet or so for oil, and up in the air Texas has in Guadalupe Peak, 9,500 feet above sea level, the highest hill in the United States east of the Rockies!

"Texas is SO BIG that the people in Brownsville call the Dallas people Yankees, and the citizens of El Paso speak of residents of Texarkana as being 'effete Easterners.' It is farther from El Paso to Texarkana than it is from Chicago to New York, and Texarkana is closer to Milwaukee by air-line than it is to El Paso. (Try this on your Rand-McNally.) The United States with Texas left out would look like a three-legged Boston Terrier!

"The chief occupation of the people of Texas is to try to keep from making all the money in the world, and at that the wealth of Texas increased 539 per cent between 1900 and 1927! At one time Texas was SO WILD that not even the LAW OF GRAVITATION was obeyed. The chief pursuit of the Texans was Indians and Mexicans, but now it is crop records and oil productions. It is so healthful in Texas that out in EASTLAND a Horned Frog lived 30 years sealed in a cornerstone without food, air or water!

"The word 'Texas' is of Indian origin and means 'friends,' and the Texas people are that way yet, unless you take a slam at their state.

"If your front gate is not at least 18 miles from your front door, you do not belong to Society as constituted in Texas. Down on the King Ranch the front gate is 150 miles from the front porch and the owner is think-

ing of moving the house back so as not to be annoyed by passing automobiles!

"Other Texas landlords have whole mountain ranges on their ranches, and one Texan has 40 miles of navigable river on his farm.

"If the proportion of cultivated land in Texas was the same as in Illinois, the value of Texas crops would equal that of the other 47 states combined. If all the people of the United States were to move to Texas, it still would be no more densely populated than is Massachusetts. Texas has land enough to supply every man, woman and child in the whole world a tract 20x200 feet, and have enough left over for all the armies of the world to march around five abreast!

"To move the Texas corn crop would take a string of box cars longer than the distance between New York and San Francisco. If the 1,500,000 tons of sulphur mined in Texas annually were in the hands of his Satanic Majesty, they would solve his fuel problem! If all the cotton grown in Texas was baled and built into a stairway, it would reach the Pearly Gates!

"If the 255,557,000 barrels of oil produced in Texas in 1928 were made into gasoline, it would run a well-known make of light car throughout eternity!

"If all the hogs of Texas were one hog, he could dig the Panama Canal in three roots and one grunt!

"And if all the Texas steers were one steer, he could stand with his front feet in the Gulf of Mexico and his hind feet in Hudson bay, and with his horns punch holes in the moon and his tail brush the mists off the aurora borealis!"

Strenuous

Helen: "Does your husband exercise regularly?"

Bess: "Why, yes, last week he was out six nights running."

Most All Do

Daughter—"When did you first get acquainted with dad?"

Mother—"About three weeks after we were married."

INVALID PRAISES FRISCO Purd Sparks of Tupelo, Miss., Writes Pres. Kurn of Courtesies

AN unusual letter of appreciation on Frisco service was received by President Kurn, on July 23. The letter was from a young man, Mr. Purd Sparks, an invalid for eight years, who has used Frisco Lines at least twenty-five times and who writes of his appreciation for the attention given him.

Mr. Sparks, a bright young man with life offering every pleasing prospect, was suddenly attacked with an unusual malady, a complication of inflammatory neuritis and phlebitis of the right leg. He is forced to remain in bed most of the time. Skilled surgeons have failed to relieve his suffering. He is thirty-six years old, an accountant by profession, and served in the air service during the late World War.

He lives with his father and mother on a farm four miles from Tupelo, Miss., and his home, only a few feet from the highway, has become known to thousands of persons.

As they go by he waves to them and they return his greeting, and when they make the return trip many of them stop and tell him that they like his smile and wave and decide that they should be friends. Tabulations show that he has had 20,000 visitors in seven years. He is showered by gifts from strangers as well as friends, which range from literature, flowers, food of every description, a hospital cot, rolling chairs, furniture, pajamas, bed linen, and a new radio to money.

The letter, which fully expresses his appreciation of Frisco service, reads:

"During the past eight years that I have been afflicted, I have used the Frisco Lines lots. Most of the time I have been handled by an ambulance into the Pullman as I have not been able to sit up much.

"I used the Frisco to Kansas City and return on a trip to Mayo Brothers at Rochester, Minn., to New Orleans and return via Memphis and possibly I have made twenty-five trips to Memphis.

"Most all of these trips I have made alone and at times I was hardly able to raise my head off a pillow, and I depended entirely on the train crews to take care of me. I can assure you that every courtesy and kind treatment has always been extended to me by them and I always feel safe to start on a trip alone on the Frisco, knowing that I will be well cared for."

Four-H Winners Visit National Dairy Show



TWENTY-ONE eager boys and girls from Alabama and Mississippi, winners of Four-H Club contests in their communities, were given tickets via Frisco Lines to attend the National Dairy Show in St. Louis, October 11-18, inclusive. The youthful delegates arrived in St. Louis on Monday, October 13, in charge of A. G. Anderson, Frisco agricultural agent at Atmore, Ala., and were escorted from their special Frisco car to the American Annex hotel, which was their home during their St. Louis stay. During that day they visited the zoo, and the Lindbergh trophies, and the snake house at Forest Park, and had lunch at the Forest Park Highlands, then were shown through Shaw's garden and arrived at Purina Mills early in the evening for a banquet. During the balance of the week more entertainment was arranged for them, including a river trip and a banquet by the St. Louis Kiwanis Clubs. Most of all, however, they were interested in the gigantic Dairy Show, and most of their time was spent there.

They greatly admired the Frisco's exhibit booth (see picture above), and they thought Robert Leonard, St. Louis artist, did a good job when he painted that picture of the little boy and girl eating corn flakes and drinking lots of fine milk. They liked the smilax and pine boughs which Florist Don Fellows brought up from the Pensacola Line especially to help decorate the booth, and they were cour-

teously taken care of by C. B. Michelson, farm marketing agent; A. J. McDowell, dairy agent; Paul Potter, assistant dairy agent, and Ray Reed, of the St. Louis traffic department, all of whom alternated at the booth.

Besides these bright young folks from the sunny south, thousands of other people from all over the country passed by the Frisco's booth, and paused to comment, or question the attendants about it.

But the boys and girls themselves absorbed more about the Frisco's interest in dairying and agriculture, than any other group at the show, the Frisco officers think.

The lucky youngsters to make the trip were:

Thomas Roebuck, Aberdeen, Miss.; Lucille Barnett, Shannon, Miss.; Kelly Whiteside, Hickory Flat, Miss.; Hubert Autrey, Hickory Flat, Miss.; Marian Anderson, Hamilton, Miss.; Ruby Rae Robbins, New Albany, Miss.; Hazel Weathers, Steens, Miss.; Ika Haddock, Potts Camp, Miss.; Alia Bostick, Golden, Miss.; Ben Henderson, Potts Camp, Miss.; James Crosby, Hamilton, Miss.; Sherrill Avery, Crawford, Miss.; Lutzer Newton, New Albany, Miss.; Albert Tibbs, Jr., Demopolis, Ala.; Eloise May, Gallion, Ala.; Aubrey Coleman, Eutaw, Ala.; David Norwood, Eutaw, Ala.; Hewlett Leatherwood, Gordo, Ala.; Albert Foster, Carrollton, Ala.; Russell P. Womack, Lake Cormorant, Miss., and J. B. McCullough, Jr., Nesbitt, Miss.

A PAGE OF PRAISE *from* FRISCO FRIENDS

From Miss Agnes Hilton, Newcastle, Wyo., to W. L. Evans, general agent, Denver, Colo.

"I wish to thank you for suggesting to me that I travel over the Frisco Lines when I went as a delegate to S. Session K. P. at Tampa. I enjoyed my trip very much and I have never met more efficient, affable and courteous gentlemen that we met on your line and the other two delegates appreciated it as much as I did. So again I thank you for calling my attention to your line and I am always ready to say a good word for it."

From Busboom Brothers, Fairbury, Neb., to Frisco Lines Division Freight Office, Joplin, Mo.

"Your service in connection with the deliveries of steel required for the South Junior High School of your city were so exceptional that we want to take this occasion to thank you for your co-operation, and let you know that it is appreciated."

We hope that on some of our future projects we will be able to reciprocate by furnishing you with additional tonnage."

From the F. Burkart Manufacturing Company, St. Louis, Mo., to W. C. Richter, Frisco Lines, Menfro, Mo.

"We received your kind letter of June 10, attaching two bills of lading covering the last two cars of wood shipped out of Menfro and we certainly feel very grateful to you for the assistance given us in getting correct measurements on the last 15 cars, that were shipped from Menfro."

"We certainly have a warm spot in our heart for the Frisco Lines, and they will always get a share of our business in and out of St. Louis."

From F. W. Lipscomb, secretary and salesmanager, Lipscomb Grain and Seed Company, Inc., Springfield, Mo., to O. W. Bruton, superintendent of terminals, Frisco Lines, Springfield, Mo.

"In appreciation of the switching service at our plant we are handing you a copy of a purchase of a car of salt which we are routing from Hutchison, Kan., in care of the Frisco."

"The big asset of any business now is along the line of service. We have tried to make shipments from our plant within twenty-four hours on every order we receive and the co-operation of your department enables us to get the cars through in good time."

"We very much appreciate the courtesy and efforts that your Mr. Sullivan gives us."

From Mr. Frank E. Spain of the law firm, Coleman, Coleman, Spain and Stewart, Birmingham, Ala., to J. K. Oliver, division freight and passenger agent, Birmingham, Ala.

"My children write me from Denver that they received from your organization the most painstaking and considerate attention on their journey from Birmingham to Denver. Not only at Kansas City where I had requested it, but also at Memphis, they tell me your passenger agents checked up to ascertain that they were all right. Such courtesy and consideration increases the very high regard which I have for the services of your company; and I take this opportunity of expressing to you my deep appreciation for it. I verily believe my children were safer during every moment of their journey, on account of the unusual attention accorded them that they would have been had they been accompanied by their parents."

From Mr. Olin Downes, music critic of the New York Times, to Mr. J. M. Kurn, president, Frisco Lines, St. Louis, Mo.:

"I wish to thank you and the Frisco Lines, and in more direct and personal fashion, the conductor of the train that left Tulsa at 10:30 last night for Fort Worth, whose name as I ascertained, is G. F. Dornblaser, for the most exceptional courtesy and consideration that he extended me last night—a courtesy for which I offered him, not before but some time after it had been rendered, a substantial gratuity, which he refused, saying that he was paid by the road to extend every assistance compatible with his position to those who traveled on that road."

"The fact was that owing to unforeseen delay in work I was doing for the New York Times, I had left most important baggage at my hotel, which a friend was bringing to the station as fast as an auto could get it there. Meanwhile it was absolutely imperative that I both get the baggage and get the train in order to be in Los Angeles for an appointment Tuesday morning. Mr. Dornblaser appreciating my grave dilemma, went so far as to hold the train for several minutes until my belongings arrived and thus

relieved a very crucial situation. He did this in the most gentlemanly and considerate manner and I want here to thank him and the Frisco road for such a generous service."

From Mr. J. H. Hahn, president of the Ozark Land and Lumber Company, Springfield, Mo., to Mr. G. M. Forrester, general agent, Frisco Lines, Springfield, Mo.

"We want to thank you for the prompt manner in which your company handled Car SL SF 32800 for us. This car was loaded with lumber at our mills at Winona, Mo., on Saturday the 19th and the first local coming west was on Tuesday the 22nd."

"We called you on Monday the 21st requesting that you rush the movement of this car as it contained some special stock that a customer needed very badly. This car was on our unloading switch at 7 a. m. on Wednesday the 23rd and by 9 a. m. half of the car was loaded on trucks and starting for the job."

"This is nice work and shows the efficiency of Frisco employes and their efforts to please and satisfy the public."

From J. M. Sherwin, 224 West 30th Street, New York, N. Y., to F. H. Shaffer, general manager, Springfield, Mo.

"It is with a great deal of pleasure that I write to bring to your attention the very courteous treatment accorded me by Conductor Campbell of the train leaving Wichita September 17th at 9:00 p. m."

"The Express Company had misrouted two trunks given them by me for delivery at Chattanooga. They were to be routed via St. Louis on No. 2 from Monett and then L. & N. from here. Instead, they routed them via Springfield and Memphis, which would have cost me a day and the loss of some valuable business."

"Mr. Campbell personally arranged for the cancellation of the express shipment and the checking of the trunks through to St. Louis on No. 2 in order that they would make the 3:50 p. m. L. & N., arriving in Chattanooga with me at 5 a. m., the 19th. This was without compelling me to leave my berth in the sleeper."

"Treatment of this nature tends materially in the popularizing your road, which I am pleased to note has made material progress in the betterment

of its service to its patrons. I will appreciate it if you will convey to Mr. Campbell my sincere thanks for what he accomplished for me.

"Being a bondholder in your road is a source of gratification to me now."

From Don V. Ellis, superintendent, Empire Oil & Refining Company, Okmulgee, Okla., to C. T. Mason, superintendent, Sapulpa.

"Too often flowers are reserved until it is too late for them to be appreciated by the recipient, but in this instance we feel very deeply our appreciation to your men here in Okmulgee, and wish to take this means of expression.

"In a rather serious fire which we had, May 19, it happened that we had several cars of casinghead gasoline as well as three cars of refinery gasoline in the fire zone. Your switch engine crew under the direction of H. L. Cook, foreman, were on hand without being called and were on our tracks just as soon as the loading rack force could get the domes and outlet valves in shape for moving the cars. Mr. J. E. King, yardmaster and Mr. G. A. Brundidge, local agent, also came immediately and we were given very prompt and efficient attention. All of your men concerned have earned our respect and appreciation by their conduct."

From the Eagle Clothing Store, Fort Smith, Ark., to J. G. Weaver, division freight and passenger agent, Fort Smith.

"We desire to compliment you on your freight service between St. Louis and Fort Smith.

"We recently ordered fourteen cases of shoes from the Endicott-Johnson Shoe Company, St. Louis. This shipment was forwarded by the shippers on May 7th and was delivered to us at our store at 1:30 p. m., May 9. This is certainly good service and as long as you continue this can assure you that the Frisco will get preference on our freight shipments."

From Morris-Morton-Schaap Drug Company, Fort Smith, Ark., to J. G. Weaver, division freight and passenger agent, Fort Smith, Ark.

"We just wanted to express to you our appreciation for the wonderful service which we recently received at the hands of your railroad in handling a shipment consisting of a soda fountain from Robert Green & Sons, Philadelphia, Pa., to our customer, John T. Poe & Company, Inc., retail druggists at Henryetta, Okla.

"Our bill of lading shows that shipment was delivered to the Baltimore & Ohio Railway at Philadelphia on

May 9, 1930, and our customer called us from Henryetta early in the morning on May 16th, advising us that the soda fountain was delivered at Henryetta. We were extremely anxious to secure early delivery on this shipment and were hoping it would be received before May 17th, but we really did not expect delivery until the first part of next week.

"We appreciate the service very much indeed and wanted to let you know about it."

From W. E. Baker, postmaster, Pleasanton, Kan., to E. G. Baker, assistant general freight and passenger agent, Kansas City, Mo.:

"I would like to express my appreciation for the courtesy shown by the Frisco Railroad in stopping Train No. 108, the Sunnyland, date of March 25, 1930, at Pleasanton, Kan., for my wife and little boy on their return trip from Anniston, Ala.

"I especially want to thank Conductor James Goodspeed for his kindness and efficient service and believe such employees deserve the highest consideration."

From Capt. Bryan L. Milburn of the 65th Cavalry, stationed at Panama, to R. E. Buchanan, traffic manager, Memphis, Tenn.

"It is my conception that the public should be as ready to report favorable incidents to the railways serving them as to submit complaints of unfair treatment.

"I arrived in Memphis at 10:00 p. m., Friday, March 28, having recently reached New York after a tour of duty in Panama. I was most anxious to see my mother and father that evening. I was informed, however, that Train No. 806 did not stop at Joiner, Ark., and that I would have to wait until morning and catch a local train.

"Upon my request, however, I was referred to the trainmaster and ultimately to the train dispatcher. These two officials courteously considered my special reasons in that my mother had been very ill, that I had not seen her for several years and that I was most anxious to reach her at Joiner that evening. Special permission was given for the train to make a stop at Joiner. Orders were issued accordingly to the conductor. Instead of complaining to an obvious inconvenience to him, he sought me on the train, seemed more than glad to order this service and helped me in connection with my hand baggage and trunk. I am very sorry I did not secure his name. I have never met a more sincerely courteous official. It is with pleasure that I commend him

and the other officials to you as being officials who fully appreciate their responsibility to the public."

From Clay & Bailey Manufacturing Company to J. W. Skaggs, superintendent of terminals, Kansas City, Mo.

"We are writing to express our appreciation of the valuable service which your roadmaster, Mr. A. J. Finn, has rendered us. In return for this service we expect to route all inbound and outbound shipments, which you can handle satisfactorily, via your road."

From Mr. Eugene Williams, of Williams, McRee and Company, an investment and real estate company, of St. Louis, to W. W. Wolfe, conductor, Monett, Mo.

"I wish to inform you that at Tulsa on May 5th, I had no difficulty in traveling with my ticket due to a former conductor tearing off too much of the stub while enroute to Roaring Springs, Tex.

"If all conductors were as courteous as you were in assisting me I know that the traveling public would be better served and such service as you rendered would warrant traveling on the Frisco Railroad. I thank you for your co-operation."

From W. A. Pardue, traffic manager, Roberts-Johnson & Rand, St. Louis, Mo., to E. A. Morsani, agent, Lincoln, Ark.

"I just wanted to express my appreciation for the splendid co-operation received from you in connection with our shipment of seven cases of shoes on the 18th, which we erroneously consigned to the Parsley's Cash Store at Lincoln, instead of the Seaman Store Company.

"We were certainly very pleased to receive your two letters this morning—the first telling us that you were handling to determine which seven cases belonged to the Seaman Store Company, inasmuch as both lots reached your station in the same car, and your subsequent letter telling us that proper delivery had been accomplished.

"This is the kind of service that makes us want to favor the Frisco Railroad with our shipments."

From General C. P. Summerall, chief of staff, United States War Department, Washington, D. C., to C. H. Baltzell, special representative:

"I wish to express to you again my thanks for meeting me on the occasion of my recent visit to Fort Sill, Okla., when I traveled over your lines. I sincerely appreciate your eagerness to be of assistance to me."

FOR MERITORIOUS SERVICE

CENTRAL DIVISION

H. H. Hammersly, engineer, and J. A. Taylor, fireman, assisted in extinguishing fire in station building at Schaberg, Ark., and helped protect buildings in vicinity. Five merits each.

T. E. Curnutt, brakeman, Hugo, Okla., discovered broken rail on Wye track at Hugo and took action to have it repaired. Five merits.

WESTERN DIVISION

A. Linderer, B&B foreman, Enid, Okla., assisted in removing defective brake beam from coach in passenger train. Commended.

C. E. Smith, J. A. Harter, W. J. Peterson, and Ed Earley, engineers, all of Enid, complimented for the manner in which train from Enid to Tulsa was handled in moving Ringling Brothers Circus.

SOUTHWESTERN DIVISION

September 13—J. B. Southers, conductor; A. B. Smith and F. S. Ellis, engineers; W. F. Donahue and C. D. Denniston, brakemen, and Harry Conley and Arthur Hale, firemen, all of Oklahoma City, discovered cars on fire on back tracks in Sapulpa yard and switched out all adjacent cars, preventing considerable damage to equipment. Five merits each.

NORTHERN DIVISION

September 16—G. W. Curtiss, agent, Spring Hill, Kan., discovered dragging brake beam on car in train 1/162 and notified conductor. Five merits.

August 19—J. Rakestraw, section foreman, Keighley, Kan., discovered brake beam dragging on train 334 before going on duty. Ten merits.

SOUTHERN DIVISION

October 6—Sam Williams, colored brakeman, Pratt City, and Governor Jones, colored fireman, Amory, assisted in rerailing lead truck of car. Commended.

October 6—W. V. Stanley, engineer, and Dan Klackey, conductor, both of Birmingham, assisted in rerailing lead truck of car. Commended.

October 2—W. P. Stanback, operator, Olive Branch, found car with two pieces of broken flange when train 934 stopped in front of depot. Ten merits.

KANSAS CITY TERMINALS

W. Richardson, yard clerk, discovered error in connection with a loaded car billed as empty and made correction. Five merits.

RIVER DIVISION

Fred Holmes, engine watchman, Malden, Mo., prevented theft of water-

Frisco Employees' Hospital Association

Receipts and Disbursements after June 30, 1930, through September 30, 1930,

Balance brought forward from June 30, 1930.....\$15,337.00

RECEIPTS:

From assessments on members.....	\$66,847.65	
" interest on daily balances in bank.....	73.89	
" interest on securities in Treasury.....	4,427.50	
" donation by St. L.-S. F. Ry. Co.....	162.51	
" sundry accounts collectible.....	1,463.20	72,974.75
" proceeds at maturity, August 1, 1930, of \$9,000 Receiv- ers' C. M. & St. P. Ry. 5% Equipt. Trust Cdfs. Series "D".....	9,000.00	
" proceeds at maturity, September 1, 1930, of \$1,000 St. L.- S. F. Ry. Co. 5% Equipt. Trust Cdfs. Series "AA".....	1,000.00	10,000.00
		<u>\$98,311.75</u>

DISBURSEMENTS:

For payrolls.....	\$28,181.08	
" professional, ordinary and emergency services.....	16,073.20	
" labor, material and supplies.....	6,750.22	
" provisions.....	7,129.38	
" drugs.....	6,163.34	
" light, water, ice, gas, fuel and telephones.....	1,492.12	
" all other expenses.....	1,015.59	\$66,804.93
" \$10,000, face amount, Ohio Edison Company First and Consolidated Mtge. Gold Bonds, 5% Series, due August 1, 1960. Purchased August 26, 1930, @ \$98.....	\$9,800.00	
Accrued interest, 25 days.....	34.72	\$ 9,834.72
		<u>9,834.72</u>

Balance September 30, 1930, p. m., at:

First National Bank, St. Louis, Mo.....* 22,172.10
\$98,311.75

* Subject to \$788.07 of pay-drafts and vouchers outstanding at close of business
September 30, 1930.

St. Louis, Mo., October 2, 1930.

F. H. HAMILTON,
Treasurer.

(Continued on Page 27)

melons at Malden, August 8. Com-
mended.

Wm. Hutchison, fireman, given letter of appreciation for assistance in working on hot box on Bureau of Mines car in train 801, August 28.

E. J. Harrell, conductor, and F. S. Moore, brakeman, discovered nut off bolt on angle bar on high rail of curve and other bolts in angle bar loose and made temporary repairs, letting train 808, which they flagged, over without delay. Ten merits each.

Letter of appreciation given Lee Storey, engineer; H. C. Christenson, fireman; C. Coker, conductor; A. Ralston and M. Craig, brakemen, for their assistance in putting out fire on right of way at Aquilla, August 28.

J. Z. Tucker, conductor, given letter of appreciation for the courteous handling of passengers on his train.

Letter of appreciation given Verne LaVal, engineer, for making repairs to light connection on mail car in train 882 at Brooks Junction, September 10.

M. W. Macke, agent at Success, and Ed Hay, section foreman, given letters of appreciation for their action in protecting company property in a fire at Success, on September 5.

H. O. Proffer, agent at Broseley, Mo., given five merits for efforts in detecting condition of load on car

K. C. F. S. & M. 78813 and making temporary repairs, permitting car to move without delay.

P. E. Pender, agent at Steele, given a letter of appreciation for efforts in securing passengers from Steele to Memphis.

TULSA TERMINALS

Everett Chase, yard clerk, while checking yard discovered about 40 sacks of feed moving as an empty and was instrumental in securing disposition of the car. Five merits.

I. B. Zaner, engineer, James Idol, fireman, and T. E. Martell, switchman, noticed cars fouling main track and notified West Tulsa so train No. 10 could be flagged. Five merits each.

Ford Hufford, yard clerk, discovered Frisco 29818 containing cotton moving as an empty. Five merits.

Potent

Customer: "Why do you wear rubber gloves when cutting hair?"

Barber: "For the purpose of keeping our celebrated hair restorer from causing hair to grow on my hands."

He sold a bottle.

Another Blow to the Cotton Trade

Wanted—Bookkeeper and typist, thoroughly experienced; prefer one with silk underwear. Tri-Knit, 31 East 32d.
—New York Times.

F. H. HAMILTON HONORED

Vice-President Made Knight of
French Legion of Honor

F H. HAMILTON, vice-president, secretary and treasurer of Frisco Lines, was signally honored by the government of France on October 3, when he was made a Knight of the Legion of Honor of that country at a dinner given at Hotel Statler by the French Society of St. Louis for the trans-Atlantic flyers, Coste and Bellonte.

A certificate of membership in the legion was presented him by Hon. Marc M. Seguin, French consul in St. Louis.



F. H. HAMILTON

Mr. Hamilton had known prior to the dinner that his name had been passed upon favorably by the French government, but the presentation, coming at that time, was a surprise to him.

In the course of his acceptance of the knighthip, Mr. Hamilton said, "I have had friends among the French people for many years, and I suppose some of them across the water arranged the honor for me. I feel more touched than proud."

Mr. Hamilton is a graduate of the University of Paris of the class of 1893. He lived abroad about fifteen years, eight of which were spent in French schools, and has long been interested in the French nation and in Americans of French descent. He is now in his forty-second year with Frisco Lines, starting as a clerk in the Frisco's New York office in 1888.

FRISCO EMPLOYEES' HOSPITAL ASSOCIATION

(Continued from Page 26)

THE ASSOCIATION OWNS:

	Par Value
Edison Electric Illuminating Company of Boston, 3-year 4½ % Gold Notes (mature Nov. 1, 1930).....	\$ 5,000.00
St. Louis-San Francisco Railway Company 6% Equipment Trust Notes, Series 71-D (mature January 15, 1931).....	1,000.00
St. Louis-San Francisco Railway Company 6% Equipment Trust Notes, Series 71-E (mature January 15, 1931).....	9,000.00
New York Central Lines 4½ % Equipment Trust Certificates of 1925 (mature May 15, 1931).....	5,000.00
St. Louis & San Francisco Railway Company, General Mtge. 5% Gold Bonds (mature July 1, 1931).....	4,000.00
St. Louis-San Francisco Ry. Co. Equipment Trust 5% Certificates, Series AA, (mature Sept. 1, 1931).....	3,000.00
Chicago, Rock Island and Pacific Railway Co. 5% Equipmt. Trust Certificates, Series M. (mature April 1, 1932).....	5,000.00
Chicago, Milwaukee and St. Paul Railway Equipment Trust 5½ % Certificates, Series "C" (mature April 1, 1932).....	2,000.00
Chesapeake & Ohio Ry. Co. 4½ % Equipment Trust Gold Certificates of 1929 (mature May 1, 1932).....	10,000.00
Chicago, Rock Island and Pacific Railway Co. 5% Equipmt. Trust Certificates, Series L (mature June 1, 1932).....	2,000.00
Chicago and Northwestern Ry. Co., 4½ % Equipmt. Trust Ctf's., Series V, (mature Aug. 1, 1932).....	9,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1932).....	6,000.00
Central Gas & Electric Co. Three-year 5½ % Gold notes (mature Feb. 1, 1933).....	5,000.00
Canadian National Rvs., Equipmt. Trust 5% bonds, Series K, (mature May 1, 1933).....	10,000.00
Receivers' Chicago & Alton R. R. Equipmt. Trust 6% Ctf's., Series A, (mature May 15, 1933).....	3,000.00
Canadian Pacific Ry. Co., Equipmt. Trust 4½ % Ctf's., Series B, (mature June 1, 1933).....	8,000.00
Chicago, Rock Island and Pacific Railway Co., 4½ % Equipment Trust Certificates, Series O, (mature July 1, 1933).....	20,000.00
Chicago, Rock Island and Pacific Ry. Co. 4½ % Equipment Trust Certificates Series P (mature Aug. 1, 1933).....	20,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1933).....	10,000.00
Seaboard Air Line Railway Co., First Lien Equipment Trust 4½ % Gold Certificates, Series BB (mature Nov. 1, 1933).....	6,000.00
Receivers' Chicago & Alton R. R. Equipmt. Trust 6% Ctf's., Series A, (mature Nov. 15, 1933).....	5,000.00
Kansas City, Memphis and Birmingham R. R. Co., General Mortgage 4% Bonds (mature March 1, 1934).....	7,000.00
Chesapeake and Ohio Railway Company 4½ % Equipment Trust Certificates, Series of 1930 (mature May 1, 1934).....	8,000.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
City of Tulsa, Okla., 4½ % Street Improvement Bonds (mature Aug. 1, 1935).....	18,000.00
U. S. Fourth Liberty Loan 4½ % Bonds (mature Oct. 15, 1938).....	35,000.00
U. S. First Liberty Loan (Converted) 4½ % Bonds (mature June 15, 1947).....	15,000.00
St. Louis-San Francisco Railway Company Prior Lien 4% Bonds, Series A (mature July 1, 1950).....	14,000.00
International Telephone & Telegraph Twenty-five year 5% Gold Debenture Bonds (mature Feb. 1, 1955).....	5,000.00
Ohio Edison Company, First and Consolidated Mtge. Gold Bonds 5% Series (mature Aug. 1, 1960).....	10,000.00
American Telephone & Telegraph Thirty-five year 5% Gold Debenture Bonds (mature Feb. 1, 1965).....	10,000.00
St. Louis-San Francisco Railway Company Consol. Mtge. 4½ % Gold Bonds Series "A" (mature March 1, 1978).....	25,000.00
(As at close Sept. 30, 1930).....	\$305,000.00
St. Louis, Mo., Oct. 1, 1930.	F. H. HAMILTON, Treasurer.

ONLY 262 ERRORS

Frisco employees whose work has to do with the handling of freight were even more alert than usual during the month of September, according to the report on that subject issued October 8 by J. L. McCormack, superintendent of freight loss and damage claims, which shows the best record so far this year. Only 262 errors were made on the system, a reduction of 62 over the preceding month.

In Group One, Springfield had the best record during September and wrested the pennant of the group away from Tulsa, where it had been held for the past year. Only 12 errors were made at Springfield in handling 26,163 shipments.

The Group Two pennant was won by Birmingham and this station, having had the best record during August entitling it to hold the pennant during September, won the right to hold it during October. A total of 13,489 shipments were handled at Birmingham during September with 11 errors.

Hugo and Jonesboro had perfect records in Group Three and since the Hugo agent held the pennant at the end of September from making a perfect record during August, he was allowed to retain it the first fifteen days of October and the agent at Jonesboro held it the remainder of the month. The perfect record at Hugo was made in handling 3,823 shipments and at Jonesboro it was made in handling 2,494.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent, St. Louis

DURING the month of September the showing in comparison to September last year, in all classes of service in unit fuel consumption was very gratifying. The reduction in fuel per 1,000 gross ton miles in freight service was 5.15 per cent, in switch service the pounds fuel per switch locomotive mile decreased 3.65 per cent and in passenger service the pounds fuel per passenger car mile was exactly the same as in September, 1929.

Freight performance this year was 148 pounds as compared to 156 pounds September, 1929; passenger service 14.5 as compared to 14.5 in September last year and in switch service 132 pounds as compared to 137 September, 1929.

The Southwestern division is still in first place in freight service with 126 pounds per 1,000 gross ton miles, the Northern division second with 136 pounds, and three divisions, the River, Texas Lines and Southern being tied for third place with 139 pounds.

Not only did some of the divisions make a very good showing as a whole, but many of the sub-divisions made excellent showings and were large contributors to the total showing of the division.

In September, this year, there were twelve sub-divisions on the system had a performance ranging between 78 and 115 pounds per 1,000 gross ton miles, whereas there were only eight having a performance as low as this last year. The lowest performance on any sub-division in September last year was 96 pounds per 1,000 gross ton miles on the Chaffee sub-division. This year the Memphis sub-division had the lowest unit of consumption, 78 pounds per 1,000 gross ton miles, and replaced the Chaffee sub-division in first place. The latter sub-division had a performance of 87 pounds per 1,000 gross ton miles in September this year.

The Tupelo sub-division decreased their performance from 140 lbs. per 1,000 gross ton miles September, last year, to 111 pounds September, this year. The Pensacola sub-division decreased from 158 pounds to 123 pounds and the Muskogee sub-division decreased from 198 pounds to 163 pounds.

Fuel Agent Collett issues a statement each month showing fuel performances by each sub-division in through freight service for the current month compared to the same month

of the previous year separated in groups by sub-divisions which have a comparative performance. A copy of the statement is furnished to all superintendents, assistant superintendents, master mechanics, road foremen of equipment and supervisors of Fuel Economy. Anyone wishing to ascertain just how the sub-division on which they are employed, or are particularly interested in, stands in comparison to other sub-divisions, should call upon any of the recipients of this statement who will be very glad to go over the statement with them.

We are confidently looking forward to a further substantial reduction in unit fuel consumption during the month of October in comparison to October, 1929. One feature which will enable us to do this will be the anticipated increase in business October over September this year and the continued efforts of all concerned toward lowering the unit fuel consumption of the same period previous year.

EASTERN DIVISION

Lebanon Sub: Engineer A. McCLELLAN, fireman DYCKE, engine 22, train 38, September 24, Springfield to Newburg, 384,013 G. T. M., burned 21 tons coal, performance, 109 pounds per 1,000 gross ton miles.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer J. L. RE-NO, fireman S. E. BAILEY, engine 4164, train extra west, Afton to West Tulsa, September 8, handled 172,692 gross ton miles, burned 1,209 gallons oil, performance 6.9 gallons per 1,000 gross ton miles.

Engineer W. H. DODD, fireman P. W. LEE, engine 4154, train extra east, West Tulsa to Afton, September 9, handled 1,511 gallons oil, performance 7 gallons per 1,000 gross ton miles.

Engineer O. L. WOLFE, fireman W. CAUSEY, engine 4151, train extra east, West Tulsa to Afton, September 11, handled 250,224 gross ton miles, burned 1,509 gallons oil, performance 6 gallons per 1,000 gross ton miles.

NORTHERN DIVISION

Wichita-Burrton Sub: Engineer PHILLIPS, fireman A. MALMGREN, conductor THOMAS, engine 4028, train 332, Wichita to Neodesha, September 11, handled 213,204 gross ton miles, burned 8 tons of coal, performance 75 pounds per 1,000 gross ton miles.

Kansas City Yard: Our fuel supervisor, H. T. CONLEY, reports that

while at Kansas City during first week in October engineer E. A. DEAN and fireman C. E. DILLINGER made a fuel test of their own, keeping count of the amount of coal used during their 8-hour shift on engine 3748. They used 226 scoops or 3,390 pounds of coal, performance 71 pounds per switch locomotive mile.

Neodesha Yard: Engineer O'DELL fireman THOMASON, engine 861, on duty 8 hours, September 8, burned 2 tons coal, performance 83 pounds per switch locomotive mile.

RIVER DIVISION

St. Louis Sub: Engineer W. O. COOK, fireman GEO. KNOWLTON, engine 1025, train 807, St. Louis to Chaffee, October 4, handled 1,152 passenger car miles, burned 823 gallons oil, performance .71 gallons per passenger car mile.

Engineer WOODS, fireman HUTCH-ISON, conductor RICE, brakemen AL SMITH and EMMETT BOND, porter SPENCER, engine 1051, train 802, Chaffee to St. Louis, September 1, handled 1,715 passenger car miles, made 24 stops, burned 1,470 gallons oil, performance .86 gallons per passenger car mile. No doubt every member of this crew worked hard to make this record and bring the train in on time.

Engineer BARRETT, fireman GETTINGS, engine 1051, train 806, Chaffee to St. Louis, September 18, handled 1,296 passenger car miles, burned 952 gallons oil, performance .73 gallons per passenger car mile. The same crew on September 14, same engine and train, handled 1,296 passenger car miles on 956 gallons of oil, for a performance of .74 gallons per passenger car mile.

Engineer KAY, fireman WELKER, engine 1054, train 805, St. Louis to Chaffee, September 21, handled 1,571 passenger car miles, burned 1,040 gallons oil, performance .66 gallons per passenger car mile. This is an exceptionally good performance account of extra stops made and being necessary to flag a block and delayed 16 minutes.

SOUTHERN DIVISION

Willow Springs Sub: Engineer CRUISE, fireman BURDETTE, engine 4210, train 131, Springfield to Thayer, October 2, handled 255,000 gross ton miles, burned 13 tons of coal, performance 101 pounds per 1,000 gross ton miles.

Engineer FARMER, fireman SLATER, engine 4219, train 131, Springfield to Thayer, October 6, handled 268,000 gross ton miles, burned 12 tons coal, performance 89 pounds per 1,000 gross ton miles.

Memphis Sub: Engineer ANDERSON, fireman INGRAM, engine 4219, train 234, Yale to Thayer, October 3, handled 554,000 gross ton miles, burned 16 tons of coal, performance 57 pounds per 1,000 gross ton miles.

Tupelo Sub: Engineer McCULLOUGH, fireman CRAWFORD, engine 4206, train 135, Yale to Amory, October 9, handled 350,000 gross ton miles, burned 16 tons coal, performance 92 pounds per 1,000 gross ton miles.

Engineer MEE, fireman RYAN, engine 1520, train 106, Amory to Yale, October 11, handled 1,220 passenger car miles, burned 809 gallons oil, performance .66 gallons per passenger car mile.

Columbus Sub: Engineer REYNOLDS, fireman CALHOUN, engine 1613, train 931, Amory to Magnolia, October 7, handled 522,000 gross ton miles, burned 13 tons coal, performance 50 pounds per 1,000 gross ton miles.

Birmingham Sub: Engineer AYERS, fireman DAVIS, engine 1522, train 106, Birmingham to Amory, October 10, handled 1,364 passenger car miles, burned 805 gallons oil, performance .57 gallon per passenger car mile.

TEXAS LINES

S. F. & Texas Sub: Engineer C. M. ROGERS, fireman W. C. CRAIN, engine 1243, train extra south, Sherman to Ft. Worth, September 11, handled 137,275 gross ton miles, burned 600 gallons oil, performance 4.38 gallons or 52 pounds per 1,000 gross ton miles.

Engineer T. B. STEPP, fireman J. GALBREATH, engine 1240, train extra south, Sherman to Ft. Worth, September 17, handled 167,300 gross ton miles, burned 778 gallons oil, performance 4.65 gallons or 55 pounds per 1,000 gross ton miles.

Ft. W. & R. G. Sub: Engineer MADDEN, fireman T. C. MELTON, engine 707, train extra north, Brownwood to Ft. Worth, September 18, handled 118,046 gross ton miles, burned 983 gallons oil, performance 8.3 gallons or 99 pounds per 1,000 gross ton miles.

Engineer J. M. TURNER, fireman R. CRISWELL, engine 735, train 46, local Menard to Brownwood, September 9, handled 94,378 gross ton miles, burned 980 gallons oil, performance 10.4 gallons or 124 pounds per 1,000 gross ton miles.

WINS AT KENNEL SHOW



Everyone has their own particular season in which they look forward to enjoy their favorite sport. And to Ross Davis, electrician in the roundhouse at Springfield, the quail season is the favorite. With Miaba Bell shown herewith and his trusty Remington, he is assured the bag limit almost any day. Miaba Bell, the 17-month-old female English setter, is a fine specimen of the canine family. She won second place in the Novice American breed, and open class, at the kennel show, held in connection with the Missouri State Fair at Sedalia in August. Davis is an excellent shot and an expert trainer of bird dogs, and also raises some as a hobby.

PRES. URGES REGULATION

(Continued from Page 4)

the purchasing power of their employees.

"I have been in the railroad business since I was 13 years old, gentlemen, and I have never seen the time when the railroads were prosperous that the country was not also in a prosperous condition, and the reverse is also true.

"The railroads of the country are not asking for subsidy. They are not asking for pity. They are not asking for charity. They are asking the American people for the square deal to which they are entitled."

Enid royally entertained her railroad guests on the occasion of this annual banquet to Frisco Lines. President Kurn and his staff were met at the train on their arrival shortly after noon, and taken for an extended automobile tour of the city, visiting the refineries and mills. The banquet began promptly at 6:30 that evening, and prior to President Kurn's address, W. R. Brown, superintendent of the Western division, introduced the Frisco visitors, including Vice-Presidents J. R. Koontz and B. T. Wood, general manager F. H. Shaffer, motive power superintendent H. L. Worman, and others.

J. WILL JOHNSON DIES Former Employee Succumbs Oct. 2 at Chicago, Ill.

MANY Frisco employees will be grieved to learn of the death of J. Will Johnson of Chicago, a former Frisco engineer who was vice-president of the Pyle National Company, manufacturers of locomotive headlights. His death, which occurred October 2, resulted from injuries received on the preceding day in an automobile accident near Crystal Lake, Ill. He had just left the Crystal Lake Country Club, of which he was president, when his car was struck by another, hurling him on the pavement. He received a fractured skull and died without regaining consciousness. He was sixty-one years old. His widow and a daughter by a former marriage, Mrs. Harold Moore, survive him.

Mr. Johnson was reared at Pierce City, Mo., and began firing for Frisco Lines out of Monett. He was promoted to engineer and worked on a preferred run between Springfield and Ft. Smith until 1901, when he accepted a position with the Pyle National Company and advanced to the vice-presidency of that firm. He was a leader in the electrical manufacturing field and was conceded to have been largely responsible for the present development of electrical train equipment.

CAPE DEDICATES STADIUM

(Continued from Page 7)

opposite to the present unit.

Following the dedication, the distinguished visitors and the high school queens with their attendants were guests of the Chamber of Commerce at a luncheon. W. F. D. Batjer, secretary of the commerce body, introduced a number of guests following the meal and short talks were made by Governor Caulfield, Secretary Becker, Auditor Thompson, the presidents of the other four Missouri Teachers' colleges, Congressman Dewey Short, and a number of others.

The guests went immediately from the luncheon to the stadium to witness the game between the Teachers' College and the Southern Illinois University of Carbondale. The Cape Girardeau team lost a hard fought struggle, 12 to 6.

Despite the defeat, the crowd paraded down Broadway following the game with bands playing gaily and the business houses opened, having suspended work for the day. At 6:30 p. m. the Frisco's special train departed for St. Louis, and an epochal day for Cape Girardeau was brought to a close.

The Pension Roll

HARRY CHARLES DEAN, locomotive engineer, Eastern division, was retired June 15, 1930, because of total



HARRY C. DEAN

disability. He was born at Greenville, O., November 29, 1864, and was educated in the public schools there. At the age of fifteen he started work with a circus and remained in that kind of work for two years. Later he did railroad and various other kinds of work and June 15, 1884, entered the service of Frisco Lines as a fireman out of Newburg on the Eastern division. He was promoted to engineer in 1887 and served in that capacity until retirement. He married Miss M. Milligan, in 1889 at Newburg, Mo. His first wife died and in 1926 he married Miss Gladys Homes at St. Louis. He had four children, all of whom are living. Mr. and Mrs. Dean reside in Manchester, Mo. Continuous service of 45 years and 8 months entitles him to a pension allowance of \$115.05 a month, effective from August 1, 1930.

JAMES THOMAS WALSH, general boiler foreman, Springfield, Mo., was retired August 31, having reached the



JAS. T. WALSH

age limit. He was born in Cincinnati, O., August 21, 1860, and was educated in the public and parochial schools of St. Louis, Mo. He began work at the age of thirteen as a rivet heater for the Rohan Brothers Boiler Works of St. Louis, and later worked for the Cairo Short Line Railroad at East St. Louis, Ill. He entered the employ of Frisco Lines in January, 1885, as a boiler worker in the North Shops at Springfield and later became boilermaker to the assistant foreman there. Subsequently, he was transferred to Memphis, Tenn., as foreman and after a time he went back to Springfield, where he worked in the same capac-

Four Frisco Lines veteran employees, with combined service of 168 years and 3 months, were retired and placed on the Pension Roll at the meeting of the Board of Pensions, held September 19, at the St. Louis general office.

ity in the West Shops. Afterwards, he was promoted to general boiler foreman and remained in that position until retirement. He married Miss Nora Shea on April 18, 1883, in St. Louis and to them were born six children, three of whom are now living. One of his sons, Francis J. Walsh, is chief timekeeper for Frisco Lines at Memphis. Mr. and Mrs. Walsh reside at 1513 Missouri Avenue, Springfield, Mo. Continuous service of 45 years and 6 months entitles him to a pension allowance of \$136.55 a month, effective from September 1, 1930.

NEWTON VERNON ALLEBACH, locomotive engineer, Southwestern division, was retired August 31, having



N. V. ALLEBACH

reached the age limit. He was born in New Bethlehem, Pa., August 6, 1860, and was educated in the public schools there. At the age of twenty-four he went to work as a fireman on the Northern Pacific and subsequently worked on a number of other roads, coming to the Frisco September 19, 1895, as an engineer on the extra board at Monett and serving as an engineer until retirement, being promoted to passenger service in the spring of 1906. He married Miss Nora Blakeslee at Purdy, Mo., December 25, 1897, and to them were born a daughter and two sons, all of whom are living. Mr. and Mrs. Allebach reside at 783 South Avenue, Springfield. Continuous service of 34 years and 11 months entitles him to pension allowance of \$97.25 a month, effective from September 1, 1930.

SAMUEL PIUS HENDRIX, section foreman, Niangua, Mo., was retired November 5, 1929, because of total disability. He was born in Maries

County, Mo., June 9, 1866, and was educated in the rural schools of Webster County, Mo. He entered the service of Frisco Lines as a section laborer on August 12, 1887, at Conway, Mo., and was promoted to relief foreman at Stoutland, Mo., September, 1891. He was promoted to section foreman at Niangua on July 18, 1894, and worked in that capacity until retirement. He married Miss Annie Luner at Niangua on January 5, 1896, and to them were born four children, all of whom are now living except one daughter. Mr. and Mrs. Hendrix reside at Niangua, Mo. Continuous service of 42 years and 2 months entitles him to a pension allowance of \$45.60 per month effective from September 1, 1930.

In Memoriam

JOHN FRANCIS HORAN

JOHN FRANCIS HORAN, pensioned trucker, died at his home, 1820 Dolman Street, St. Louis, Mo., on October 2. He was born February 12, 1859, in New Orleans, La., and was educated in the St. Xavier's grade school and St. Louis University. He entered the service of Frisco Lines in 1880 as a trucker. He left Frisco service in 1901, returning in 1913 as a trucker in the St. Louis Terminals, where he remained until retirement on February 28, 1929, when he reached the age limit. On July 15, 1879, he married Miss Margaret Tansey of St. Louis and to them were born two daughters. Continuous service of 15 years and 10 months entitled him to a pension allowance of \$20.00 a month and during his lifetime he was paid a total of \$400.00.

DAVID WASHINGTON NEELY

DAVID WASHINGTON NEELY, pensioned fireman, died at his home in Sullivan, Mo., October 5. He was born December 20, 1861, at Washington, Mo., and entered the service of Frisco Lines as a blacksmith's assistant at St. Louis in May, 1887, and worked in that capacity until December, 1891, when he became a locomotive fireman on the Eastern division, serving in that capacity until retirement, June 29, 1923, because of total disability. His widow, Mrs. Susan E. Neely, survives him.



AIN'T IT SO?

Business is just like a wheelbarrow—it stands still unless somebody pushes it.

A GRIEVOUS ERROR

Here lies the body of Willie Brace,
He sure was one fine fella,
He said in his sleep, "I love you, Grace",
But his wife's name was Stella!

Scandal!

"I'm not going to have anything more to do with Jim."
"What's the matter now?"
"I heard him tell Bob that he tried Ethyl out in his car last night."

A TRUTHFUL REPLY

A little girl had been allowed by her mother to visit the minister's family and stay for dinner. After the preacher had finished the blessing, the child said:

"That isn't the way papa asks a blessing."
"And how does your papa ask a blessing?" inquired the minister.
"Why, he just says, 'Good God, what a meal!'"

FRANK AND EARNEST

"Won't you walk as far as the street car with me, Tommy?"
"No, I can't, cause we're gonna have dinner as soon as you go."

One Lucky Man

"So Mabel was married last night. Who was the lucky man?"
"Her father."

THESE MOTHERS!

Fond Mother: Yes, Genevieve is studying French and Algebra. Say 'good morning' to the lady in Algebra, darling."

—Junior World

HOW ABOUT IT?

"Pat, do you know any country where there ain't no Jews?"
"Well, there ain't no Jews in Alaska."
"What about this guy Iceberg—he ain't no Presbyterian."

EDUCATING THE PUBLIC

Little Isaac was crying bitterly on one of the main streets of a big city. His sobs soon brought a large crowd about him. He was a miserable looking little wretch and his howls were loud and terrifying. An elderly woman stepped from the crowd and, placing an arm around the boy, asked sympathetically:

"What's the matter, my child? Are you lost?"

The boy sobbed for a moment and then paused. He looked all around at the large audience he had assembled. Then, lifting up his voice, he shouted, loudly:

"Yes, ma'am, I'm lost. Will somebody please take me home to Jacob Silverstein, the well-known clothier of the West End, who has just got in his winter stock of spring overcoats, suits, neckties, shirts, hats and umbrellas, which he will sell cheaper than anyone else in the city?"

One Island to Avoid

Clancy and Casey met after an absence of 20 years.

"Well, well, Casey and did you ever get married?"

"Yes, and I have 11 children."

"Well, well, the Lord certainly smiled on you."

"Yes, and I'm glad he didn't laugh outright. Are you married?"

"Oh yes, I have five children. You see we lived awhile in St. Paul and everything was all right. We moved to Twin Cities and my wife presented me with twins. Then we moved to Three Rivers and she presented me with triplets."

"For hivins sake, Clancy, keep away from the Thousand Islands."

—Erie Magazine

COLLEGE NOTE

Andy MacPherson is out for the position of QUARTERBACK!

The Modern Druggist

Two druggists were talking about one of their confreres who has just died.

"He was a great druggist," said one.

"He was," admitted the other. "But don't you think he made his chicken salad sandwiches a little too salty?"

SELFISH

The doctor of a country village had two children who were acknowledged by the inhabitants as being the prettiest little girls in the district.

While the children were out walking one day, they happened to pass quite near two small boys; one lived in the village and the other was a visitor.

"I say," said the latter to his friend, "who are those little girls?"

"They are the doctor's children," replied the village boy. "He always keeps the best for himself."

GRAMMAR!

Teacher—"Now, Johnny, can you give me a sentence using the word 'avail'?"

Johnny—"Sure. The cops pinched the stag party because one of the oriental dancers was dancing without a veil."

Exchanges!

"Yassah," said old Link, "business very good. Done bought a pig fo' ten dollars, traded pig fo' a barrer, barrer fo' a calf, calf fo' a bicycle, and sold de bicycle fo' ten dollars."

"But yo' don't make nothin', Link!"

"Sho' 'nough, but look at de business Ah been doin'."

ORIGINAL

First Plumber: "I heard a good joke on us plumbers yesterday."

Second Ditto: "Let's hear it."

First: "Gosh, I forgot it."

HOW COULD HE!

During the trial of a celebrated will case an Irishman was the principal witness.

"Was the deceased," asked the lawyer, "in the habit of talking to himself when alone?"

"I don't know," was the reply.

"Come, come, you don't know, and yet you were intimately acquainted with him?"

"Yes," said the witness slowly, "that's so, but you see, I never happened to be with him when he was alone."

If you drive recklessly you will dent the front of your car; if you drive carefully somebody will dent the back of it.



Homemakers' Page



Suggestions for the Homemaker's Cold Weather Menus

A GAIN we settle ourselves for another winter! Neighbors, friends and the fireside have been rather neglected during the warm summer months. Week-end parties, vacations and the many outdoor sports have claimed our attention and time.

Among the first social duties we are called upon to perform is that of inviting our friends in for an afternoon tea or game of bridge. It is sometimes difficult and taxes our ingenuity to prepare tempting dainties that are different from those served last season.

But if there is a desire to try something unusual, the next time you have a few friends in for tea, serve gingerbread with chocolate icing cut in finger strips, or gingerbread sandwiches. These sandwiches are made by cutting cold gingerbread in cubes, then splitting the cubes and spreading with a mixture of cream cheese to which some chopped candied ginger has been added.

Another tempting dainty is cinnamon toast, spread with molasses. Spread the molasses sparingly over thin buttered toast, sprinkle with cinnamon and reheat in the oven until the molasses bubbles.

Dainty sandwiches are never amiss and the following recipes will aid the hostess who delights in serving "something different".

Orange Honey Sandwiches

Spread thin slices of buttered white bread with orange honey. Put together in pairs, remove crusts and cut in fancy shapes. For the orange honey boil one cup sugar with one-fourth cup each, water and orange juice, until syrup will spin a thread when dropped from tip of spoon. Add one-half cup finely chopped orange peel (from which all white portion has been removed) and one-half teaspoon vanilla. Again bring to the boiling point and cool.

Fruit Sandwiches

Remove stems and finely chop figs, add a small quantity of water, cook in double boiler until a paste is formed, then add a few drops of lemon juice. Cool mixture and spread on thin slices

of buttered bread; sprinkle with finely chopped peanuts and cover with pieces of buttered bread.

Tea Sandwiches

Work a cream cheese until of the right consistency to spread. Spread on thin salted, unsweetened round wafer crackers and cover with halves of marshmallows, cut crosswise and pulled out with the fingers to about fit crackers. Cover with wafer crackers, arrange on thin sheet, and bake until cheese and marshmallows begin to melt.

As for the tea itself; fill an earthenware pot with hot water. Pour this water off. Measure the tea, one teaspoonful for each cup to be made, with an extra one for the pot. Next, pour over this the water which is bubbling boiling. Steep from three to five minutes, no longer, remove the leaves and serve.

And below are some recipes for some dainties which always come in handy for the afternoon tea:

Peanut Cookies

- | | |
|--------------------------|-----------------------|
| 1 cup flour | ½ cup sugar |
| 1 teaspoon baking powder | 1 egg |
| ½ teaspoon salt | 2 tablespoons milk |
| 2 tablespoons margarine | 1 cup chopped peanuts |

Sift flour with baking powder and salt. Cream margarine and sugar, add well beaten egg, then the flour and milk. Stir in finely chopped peanuts. Drop by spoonfuls on oiled tin, leaving an inch and a half between. Dot top with currants. Bake in a quick oven.

Almond Jumbles

- | | |
|-------------------------|----------------------|
| 2 cups granulated sugar | 1 tablespoon vanilla |
| 1 cup butter | ½ cup candy almonds |
| 4 eggs | Additional flour |
| ½ cup flour | |
| ½ teaspoon salt | |

Cream sugar and butter, add the 4 eggs well beaten and the ½ cup flour sifted with the salt; then add the flavoring, more sifted flour until the dough can be rolled out to ¼ inch thickness. Lay on buttered tin, and decorate the top with the almonds. Bake in a moderate oven.

Sugar Cookies

- | | |
|-----------------|--------------------------|
| 2 cups sugar | 1 teaspoon baking powder |
| 1 cup margarine | |
| 3 eggs | ¼ teaspoon soda |
| ¼ cup milk | ½ teaspoon salt |
| 4 cups flour | 1½ teaspoons vanilla |

Cream sugar and margarine, add eggs and cream again. Add milk and vanilla. Sift dry ingredients and add. Let stand in cold place several hours. Roll out thin, cut and bake in hot oven.

Cheese Souffle

- | |
|--------------------------|
| 2 tablespoons butter |
| 3 tablespoons flour |
| ½ cup scalded milk |
| ½ teaspoon salt |
| ¼ to ½ cup grated cheese |
| 3 egg whites |
| few grains cayenne |

Melt the butter, add the flour, and when well mixed add gradually the scalded milk. Then add the salt, cayenne, cheese, remove from the fire, add the egg yolks beaten until lemon color. Cool until warm, and cut and fold in whites of eggs beaten until stiff and dry. Pour into a buttered baking dish, and bake 30 minutes in a slow oven. Serve at once with a tomato sauce or just plain.

Orange Honey Sandwiches

Spread thin slices of buttered white bread with orange honey. Put together in pairs, remove crusts, and cut in fancy shapes. For the orange honey boil one cup sugar with one-fourth cup each, water and orange juice, until syrup will spin a thread when dropped from tip of spoon. Add one-half cup finely chopped orange peel (from which all white portion has been removed) and one-half teaspoon vanilla. Again bring to the boiling point and cool.

Fruit Sandwiches

Remove stems and finely chop figs, add a small quantity of water, cook in double boiler until a paste is formed, then add a few drops of lemon juice. Cool mixture and spread on thin slices of buttered bread; sprinkle with finely chopped peanuts and cover with pieces of buttered bread.

For the Winter Wardrobe

Black satin combined with white satin—black printed silk combined with white, and black georgette, velvet and chiffon combined with soft shell pink georgette, are popular for the Fall and Winter wardrobe.

And so we find these three attractive models which may be made at home, the largest expense being the price of the goods, and after all, doesn't the good piece of satin make up much better than the cheaper priced material?

Notice the straight lines—the flare skirt and the different neck pieces which add a touch of individuality.

No. 2679 is a dress which is useful for general wear. The panel fronted



2679



2673

skirt and back give it lengthened line and emphasize the snugness of the hips. Besides printed black silks, it may be made up in white crepe silk, or navy blue wool crepe with white faille crepe.

The center model, No. 2673, shows the slenderizing wrap-over type that is easy to slip into and quick and fascinating to make. The belt is adjustable and leaves the front free in panel effect which gives height to the figure. It ties in a youthful bow at the left side. Straight trimming pieces of the sleeves are also bowed. This pattern makes up beautifully in sheer velvet in black or rich brown

or wine-red and is luxuriously smart when trimmed with lace.

The soft falling jabot collar in pattern No. 2706 gives a slimming effect on the bodice and offers a splendid opportunity for contrasting materials. Black canton crepe with vestee of self-fabric, with the jabot carried out in white crepe is effective. Black transparent velvet with the vestee of lace is also charming.

These styles come in sizes 36, 38, 40, 42, 44, 46 and 48 inches bust and may be secured by sending 15 cents in stamps or coin to The Peerless Fashion Service, 261 Fifth Avenue, New York City, N. Y.



2706



Bobby Does a Good Deed on Thanksgiving Day

THANKSGIVING DAY was approaching! To Bobby it meant dinner at grandmother's and what a dinner! Roast turkey and dressing, and hot biscuits—gravy and cranberry sauce, sweet potatoes rolling in cinnamon sauce, and a great huge bowl piled high with creamy, fluffy Irish potatoes. And then after all that was over, grandmother always brought on the pumpkin pie with whipped cream just rolling off the top.

Thanksgiving Day had become just a day for eating and spending the day on grandfather's farm. Although Bobby had been told time and again the significance of Thanksgiving Day, the most significant fact to him was that it was one day when there was everything he liked on the table.

Thanksgiving Day dawned, clear and cool, and mother and dad and Bobby loaded the car with the things they wanted to take with them and left for grandfather's farm.

The drive was lovely. The corn was shocked and stood in the field and around the shocks were yellow pumpkins. The last of summer's green grass and the green leaves of the trees had disappeared, and Bobby could see for a long distance across the farms.

And then Bobby remembered the nice dinner, and how good grandmother's kitchen smelled.

At last they drove up to the gate, and there were grandmother and grandfather at the window. They came out and Bobby rushed to them, kissing first one and then the other.

"Grandmother we're here. Are you going to have turkey and dressing and pumpkin pie?"

"Bobby, you little rascal," said grandmother, "aren't you glad to see me?"

"Course I am, but a fellah has to eat once in awhile, and I can tell you how glad I am to see you when I get my tummy full."

Of course there were a lot of things to do in preparation for that big dinner and so Bobby started out into the farm yard. The fields a little further on beckoned, and Bobby started walking. The wind felt good, and he walked and walked.

Finally on the other side of a huge

bunch of trees and undergrowth, Bobby came suddenly upon a little house. It was so small that he thought maybe it was just a little storehouse, but when he got nearer he saw that somebody lived there.

Suddenly out of the door came a little boy about Bobby's age.

"Hello," he said pleasantly.

"Hello," said Bobby. "Do you live there?"

"Yes," the little boy said.

"Have you got a mother and father?" asked Bobby.

"Yes, but Daddy is sick and can't work much and he's in there now. Mother's fixing dinner."

"We're going to have a great big dinner. That's my grandfather's house way up there. What are you going to have for dinner?" Bobby asked.

"Oh," said the little boy, "mother made a pie, and we're going to have baked beans with bacon, and if we weren't so poor, I'd ask you to stay, but mother just has enough for three."

"Aren't you going to have turkey?" Bobby asked, surprised that anyone should miss turkey on Thanksgiving.

"No, we're going to have bacon, but mother says it's almost as good and we can play like we're eating turkey."

Bobby thought for a moment, and then he said, "You go in and tell your mother that you're going to walk over to my grandfather's with me and not expect you back 'til after dinner, and not to worry about you, because my grandfather is an awfully nice man."

"Oh—" said the little boy, "over to that great big house? Wait—I'll ask her."

Soon he came out and together the two boys walked back to grandfather's farm. When they reached the door, Bobby said, "Now you wait just a minute until I find out something." And he went inside the door.

Mother and grandmother were putting the finishing touches on the table and punching the turkey with a fork to see that it was just right.

"Grandmother," Bobby said. "I just got back from a little walk and I found the nicest little boy and he's just going to have bacon and beans for dinner, and grandmother, I brought

him home with me and I won't eat any pie or drumsticks if you'll just let him eat."

Grandmother looked at mother and then she gathered Bobby in her arms. "Bobby, of course you can ask him to eat. That's the family that have just moved in over there. They haven't been there long and I've been sending milk and eggs and bacon over for them, and I had planned on fixing up a basket to take over. Bring the little boy in, and we'll set another place right now."

Bobby ran outside. "Oh, it's all right, and you're going to have turkey and dressing and my grandmother makes it better'n anybody in the whole world. Hey, what's your name?"

"Harry Long," responded the little boy.

"All right, Harry, come in and meet my grandmother and my grandfather and my mother and dad, and when dinner is over, we'll go back and take a whole basketful of things to your father and mother."

And what a dinner it was! Everything was steaming hot and it seemed as if the dinner was better than any year before. Bobby's little friend took a second helping, and Bobby became absorbed in seeing how much he could make him eat.

After the dinner a big basket was packed and Bobby and Harry trudged across the fields to the Long home. Bobby stayed until the food was out of the basket and then returned.

When he got home, he sat thoughtfully in the big arm chair before the fire.

"A penny for your thoughts, Bobby," said grandfather.

"I was just thinking what a nice day this has been," he said. "I guess we fed about the only hungry family in the world, and I'm glad," said Bobby.

"No, there are many more, Bobby, but, of course, we can't feed them all, and one of the reasons why this has been such a nice day is because you were thankful for what you had and thankful because you gave to someone else."

"Yes, that's it," said Bobby, "and I'm going to feed him every year, and it will always be a nice Thanksgiving!"



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Frisco Babies

1. Coleen, 3-year-old daughter of Mr. G. H. Moore, foreman, Medora, Kans.; 2. Albert E., Jr., son of Albert Pearson, machinist, west shop, Springfield; 3. Leo Jay and Howard, sons of Jess Pickerrill, foreman, Pollard, Kans.; 4. Raymond Lee, son of James W. Alcorn, Springfield, Mo.; 5. Rosetta, daughter of Fred Drew, Naylor, Mo.; 6. Irma, daughter of Jake Thompson, Ensley, Ala.; 7. John, son of Alva Bunch, Springfield; 8. Maxine, daughter of Hugh Swcatt, St. Louis; 9. Vera Louise, daughter of W. A. Meyers, Birmingham; 10. Walter, son of P. W. Arnold, clerk, Springfield; 11. Jack, son of J. E. Gannon, clerk, Springfield; 12. W. T., Jr., Lloyd and Ethel, sons and daughter of W. T. Baskett, Stanton.



12

THE FIRST BALE



According to the editor of the Blytheville Courier News the photograph above was taken on New Years Day—the one date about which there is disagreement between the Blytheville calendar and the ordinary calendar. The real beginning of the new year there is not January 1, says this editor, but the date on which the first bale of cotton from the season's crop is delivered, because in that city this is an event which heralds business revival.

Shown above is the bale of cotton that ushered in the new year at Blytheville on August 17, and to the left in the photograph stands Ben Darby, the grower. Seated on the bale is Noel Todd and at the right is Harold Sternberg, the ginner and buyer of the bale. The bale, 420 pounds, was raised on Mr. Darby's place south of Blytheville, and the successful bid for it, made by Mr. Sternberg, included the Board of Trade's \$50 premium.

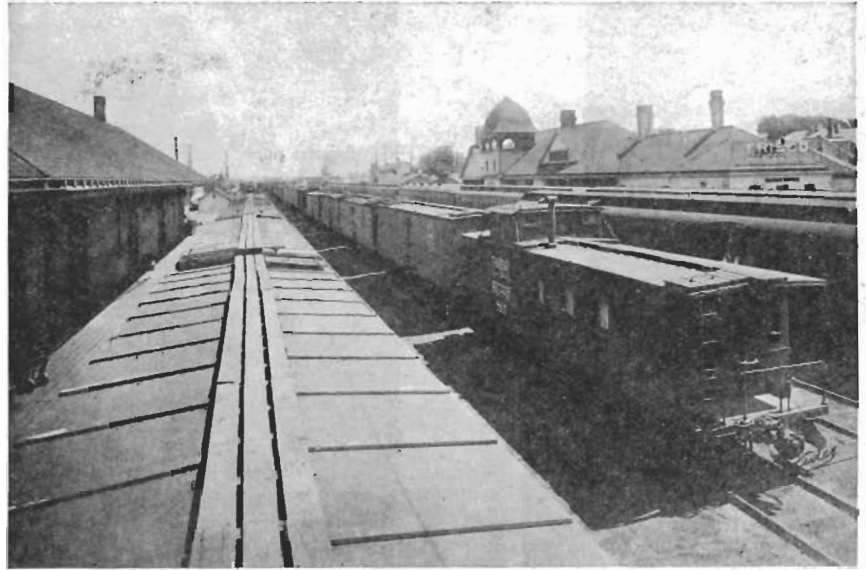
MY DADDY

By MARY KESSLER

My daddy is an engineer upon a Frisco train;
Would I like to ride with him?
Just ask me that again.
Why, every kid within this block
Would give most all he had
If he could ride one minute
In the cab beside my dad.

When I grow up to be a man,
Hope I can run a train
Just like my daddy can.
I'll open up the throttle wide
And then I'll say, let her ride.
My daddy will be, oh, so glad,
And he will say:
Is that my lad?
He always wanted to be an engineer
Just like me.

The Frisco Yards at Ft. Scott



A busy scene in the Frisco's yards at Ft. Scott, Kan. The station towers appear in the right background.

USE 5,520 BROOMS

Keeping track up in A-1 condition, keeping storerooms clean and neat, station platforms and waiting rooms free from dust and dirt, is, in the words of one the Frisco's sectionmen, "just a good job of housekeeping".

Employees over the entire Frisco Lines are busily engaged at all times in doing a good job of housekeeping, and so it was that A. W. Blume, general storekeeper was approached with the question of supplies used for that purpose.

Two of the most important items toward keeping a dwelling house clean are brooms and mops, and 5,520 house brooms were purchased in 1929 for the Frisco Railroad at an approximate cost of \$2,100.00. During the same period 3,320 mops were issued at a cost of \$900.00.

These brooms are issued to agents and others who have a relatively large amount of floor space to keep clean, and when a new broom is necessary it is exchanged by turning in the old one. When old brooms reach the store department, if they are at all usable, they are issued for service again and used in sweeping out the shops and locomotive decks, cabooses, etc.

And so, even the cost of brooms and mops which are used to keep the premises clean, run up into the thousands, but the satisfaction of knowing that they are used effectively comes in the fact that many letters have been received by officers of Frisco Lines, complimenting the railroad on the cleanliness of its stations.

WHICH ONE ARE YOU?

The campaign which has been in force on the Northern division in regard to saving stationery, made a deep impression on Harold Phelps, office boy in the office of Mr. W. H. Bevans, superintendent.

Harold conceived the idea of putting down his thoughts in a little poem, which is reproduced below:

"Some in the office, don't seem to think;

Wipe their hands—throw the towel in the sink.

Others are careful—straight as a die;
But they have some faults, same as you and I.

Now some get stationery out of the case,

And proceed to leave it, in an unrecognizable place.

And others look at each other—"Who did that?"

The blame could be placed 'Under Their Hat.'

It's not so hard to keep things straight,

Just a little touch or a little weight.
Why can't we work together—a 'band',

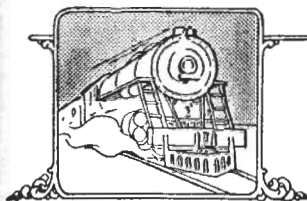
And keep our things all spic and span?

Some shove things in corners, back out of sight,

But when they want them—"Aint they a fright?"

They misplace the scissors, the envelopes, the glue;

Of the above-mentioned parties, which one are YOU?"



The FRISCO MECHANIC

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



M. L. CRAWFORD UP

Effective October 1, M. L. Crawford was promoted to master mechanic on the Central division with headquarters at Fort Smith, Ark., succeeding J. D. Heyburn who was appointed road foreman of engines on the Eastern division vice G. E. Dillard who was retired. W. F. Brandt, who was general foreman at Springfield, succeeded Crawford as assistant master mechanic on the Northern division with headquarters at Monett, Mo.

Crawford was born in Waumandee, Wis., in October, 1881, and served his apprenticeship in the Great Northern Railroad shops at Superior, Wis. After completing his apprenticeship, he worked for various roads until 1906 when he entered the service of Frisco Lines at Monett, working there successively as machinist, assistant foreman, roundhouse foreman and general foreman. He was appointed general foreman at Fort Smith in 1917 and remained there until July 1, 1928, when he was transferred back to Monett as assistant master mechanic of the Northern division and served there in that capacity until his recent promotion.

Brandt was born in Springfield, November 10, 1887, and was educated in the public schools there. He entered the service of Frisco Lines as a boilermaker's apprentice in April, 1904, and shortly after was transferred to the position of machinist apprentice, completing his apprenticeship in 1912. At that time he was appointed assistant engineer of tests and remained in that position until 1913 when he was transferred to Hugo, Okla., as machinist. He was promoted to roundhouse foreman there in April, 1916, and to the position of general foreman there in April, 1918. He came to Springfield as roundhouse foreman in April, 1920, and was made general foreman there in 1922.

HUGO LOCAL MEETS

The dinner given by the Frisco Association of Metal Craft and Car Department Employees at the Webb Hotel in Hugo, Okla., on September 23, was attended by about forty persons.

Following the meal, the party adjourned to the assembly room at the Frisco station where a business session was held. The entertainment for

FRANK ELLIS PROMOTED Succeeds J. R. Scott as General Airbrake Instructor

MR. FRANK ELLIS, former road foreman of equipment of the Northern division, who took the place of Mr. J. R. Scott, general air brake instructor, upon Mr. Scott's retirement on July 31, 1930, is shown below.

Ellis has had thirty-four years'



FRANK ELLIS

service with Frisco Lines, beginning his career at the Pittsburg, Kans., roundhouse as a laborer in 1896. He remained in the roundhouse one year, then was promoted to fireman and in 1899 was transferred in that capacity to Monett. His promotion to engineer, running out of Monett came in July, 1901, and in August, 1918, he was made road foreman of equipment on the Northern division, out of Monett. He held this position until his appointment in Mr. Scott's place on July 31.

the occasion was furnished by Mrs. Frank Knipp, Robert Faquharson, R. D. Walker and Miss Marie Sanguine. The following were visitors at this meeting: F. Jenkins, C. E. Burge, and S. E. Sexton, of Fort Smith; W. W. Claypool, Mr. Sullivan, and Mr. Purshall, of Springfield, and Grover Garrison, foreman at Hugo.

PARTY AT OKLAHOMA CITY

A Halloween party marked by a variety of brilliant costumes was one of the most enjoyable parties of the fall season given by Local No. 15 of the F. A. of M. C. & C. D. employees at Oklahoma City on October 15.

The meeting was called to order at 8 p. m. by President Myers, who announced that the regular routine of business would be suspended for the evening. The short program which followed included a talk by Howard Pickens of the general chairman's office, and the Frisco trio comprised of J. K. Kerce, Grover Goode, and William Jones gave several vocal selections. A dance followed the program, the Sunset Six furnishing the music and while the older persons danced the children played games under the supervision of A. K. Waters. At 10:30 prizes for the most original costumes were awarded, the men's prize going to John Eckley and the women's prize to Mrs. Leo Sellmanberger. Refreshments followed with Joe Owens presiding at the coffee urn. The committee which arranged this party was comprised of A. K. Waters, Jess Bryant, F. B. Hammond, and F. N. Jones. The following were guests on this occasion: E. L. Phelps, Jess Moore and Howard Pickens.

ANOTHER RECORD

The example of rapid handling of foreign equipment given below was contributed to the magazine by J. H. Doggrell, superintendent of transportation, as illustrating the kind of handling that saves the company per diem and increases the number of miles per car per day. It likewise embodies a challenge to all employees who are concerned in the handling of equipment to report other instances of equal or more expeditious handling.

Car C. & N. W., 121986, loaded with seed, arrived at Blairstown, Mo., on train No. 59, October 4, at 5:00 a. m. and the consignee was notified at 8:00 a. m. At 4:00 p. m., on the same day, the car was empty and moved out that afternoon on No. 58.

Unrequited Love

"You are the apple of my eye;
Be mine, my love, I do beseech!"
But now he passes with a sigh—
She is some other fellow's peach.

FRISCO MECHANIC FAMILY NEWS

LOCAL NO. 14—PENSACOLA, FLORIDA

A. B. DENNIS, Reporter

Mrs. John E. McGlothorn, wife of John McGlothorn, machinist, third class, has just left for a visit to Jacksonville, Fla., to visit relatives in that city.

George P. Pittman, car foreman, has just purchased a new Dodge 6 and he is well pleased with it.

R. P. Carter, engine and tank carpenter, first class, has recently decided to go into the poultry business and bought several bantam chickens from Machinist G. H. Payne. We hope he has success in the chicken business.

Frank Malone, Brown hoist operator, is a glad owner of a new Harley-Davidson motorcycle.

JOPLIN, MO.

R. C. FLETCHER, Reporter

E. L. Sharp, night machinist, is back from his vacation in Texas and New Mexico. He motored over 6,000 miles in the three weeks he was gone and had a very enjoyable time.

A. W. Nelson, inspector at the roundhouse, has been ill since September 16. He went to the St. Louis hospital on the 7th of October for treatment. Mrs. Nelson accompanied him.

O. A. Rae is filling Mr. Nelson's vacancy as inspector. Loyd Lackey is in Rae's place as machinist.

Jonney Ashwell, crossing watchman at Seventh street, was seriously ill several days about the 15th of October.

G. R. Jones, night foreman, was ill the first of the month.

The roundhouse has certainly been fixed up of late. "Hank" Classen's bridge gang certainly did a great job on "fixing it over." New door sills and roof, paint and lights make it nearly new.

L. O. Thompson, electrical inspector, and his gang of electricians, put in new wires to the lights and it is as bright as day now. The water service put two new stacks on the stationary boilers, also adding to the general appearance.

New gates have been installed at Tenth and Byers crossing, standing at normal against the Missouri Pacific and the Carterville branch, giving a clear track to the Tuckeyhoe branch, eliminating the crossing stop.

Levi Lewis, formerly of Ruth yards, is working the 4 o'clock shift at Sixth street as coach cleaner.

W. B. Berry, master mechanic, was here on the 4th of October, introducing W. F. Brandt as his assistant. Mr. Brandt takes the place of M. L. Crawford, who goes to Ft. Smith as master mechanic. Mr. Brandt also made a business call in Joplin the 14th of October.

The World Series is over but not forgotten, because it is kept fresh in mind by three of Frisco's sons who were lucky enough to get to see the games at St. Louis. These three lucky men are Mr. G. V. Elliott, claim agent; Mr. C. V. High, dispatcher, and Harry Kahmann, bridge carpenter.

During the past month the "Frisco Family" has been increased by two. The increases affected two Frisco families. The home of Lem Nieland, yard clerk, was blessed on September 16 by the birth of a son, who was named after his father, Tyler Lem, Jr. The home of Roger C. Fletcher, machinist, was blessed by the birth of a daughter on the 20th of September. Both youngsters and mothers are reported as doing nicely.

The fish around here bite all the time for only one man in this district. He always gets fish and he only uses a rod and reel. He just simply catches them where they "ain't." Two of Joplin's most ardent fishermen came home empty-handed and without even a strike to

boast of, while our Frisco fisherman came home with five nice bass. This happened one day the first week of October. Boy, page Frisco's champion fisherman, Elmer Pope, engineer. "Nuff sed."

Wm. P. Creech, father of Mrs. Roger C. Fletcher, died at the home of his daughter, Mrs. Clarence Jeffries in Tulsa, where he was visiting, on October 12. He was brought to Joplin at the home of Mrs. Fletcher and buried in Fairview Cemetery. Mr. Creech had made his home with Mrs. Fletcher for the last two years.

MECHANICAL AND STORES DEPT. FORT WORTH, TEXAS

J. D. WACEY, Reporter

J. W. Surles, assistant superintendent of motive power, paid us a visit on September 27.

H. L. Worman, superintendent of motive power, spent the day here October 9. Mr. Pendleton, government locomotive inspector, was here on October 1 and inspected several engines. He passed all of them.

Joe A. Hughes, locomotive supply man, who has been confined to the Harris hospital for some time, is reported better.

J. R. Ferguson, locomotive inspector, and wife have a new girl, Myrtle Ruth, born October 6.

G. C. Best, car inspector, and wife have a girl, born October 3. This is the first one and George isn't back to normal yet.

Miss Daisy Hyde, daughter of T. J. Hyde, air man, who has been confined to the Harris hospital on account of serious illness, is much better and expects to come home in a few days.

The wife of L. M. McMahon, car man, who recently underwent a serious operation, is reported improved.

KANSAS CITY MECHANICAL DEPARTMENT LOCAL No. 4

DORAL L. DENISON, Reporter

Well, again, we must have our gossip. I am feeling fine and hope you are all the same and, to get down to business, Sam Larson and family just returned from visiting relatives at Aurora, Mo.

Ted (Alemit) Cavanaugh was off a couple of days overhauling his DeSoto coach he bought recently.

The Rev. James Click has returned from Los Angeles, where he was attending the annual convention of the Church of God Holiness.

George Willis surprised us all the other day going home sick. I say that he surprised us, for it is so seldom that George is sick, but he is now back on the job and feeling fine.

James Pfaff, who has been in the hospital at St. Louis, is now back on the job.

Edward Ring and family have returned from the Ozarks, where they spent a very enjoyable vacation.

Thomas Davis, who lost the sight of his left eye recently, is getting along fine at this writing and expects to be back on the job soon.

Well, that hunting time is now at hand, the hunters are selling and trading dogs and guns and preparing to go out and get the game. So far, it seems as if Curtis Khun is the champion hunter, as he has bagged a few ducks or maybe it was only one. He doesn't seem to know just how many it was, but we all will have to wait until Shorty Dillinger returns from his first hunt and then the game in this vicinity will be very scarce, for Shorty is the bad one with a gun. Understand that Frank Bertina is trying to sell Shorty a beagle hound for his rabbit chasing.

Well, dear gang, I don't know very much more to write just now, but I will try and think of a few more lines. Yes, there is Mrs. Clarence Enhi, wife of Clarence of the air gang; she has been down sick with an attack of appendicitis, but is getting along fine at this writing and we

all hope that she will be fully recovered soon.

Local No. 4 gave an old-fashioned square dance last week, which was well attended, not only by the members, but by the supervisors as well. We were all very glad to have them and their families with us and hope that they all had a fine time.

There was the smoker given by the Sunnyland Club on October 7, which was well attended and voted a success.

I am not a sport writer, but, believe me, right here is where I am going to tell you about some of the high points of this smoker. Let us start with young Davis vs. Kid Faunts. Everything started off just fine and we were all set for a real show, and that is just what we got. It seems that Davis took a swing at Faunts and missed him and Faunts came in to Davis with a basket of gloves and when he got through showing them to Davis he left some of the leather on the end of Davis' nose. Next, we had the thriller of the evening, between Kid Boots vs. Scum Kalney. It seems that we hadn't more than got started good when Scum let lose with a hard right to Boots' head, but the distance was so far that Scum only hit him in the mouth and then, being so tired after this exertion, he leaned up against the ropes and was still on them when they took him out.

Then, next, was the wrestling match, Veto vs. Butterfield. Veto slammed Butterfield for a fall in nothing flat and Butterfield came back with the strength of Samson and the wrestling match turned into a pulling match, Veto trying to pull Butterfield off the mat and finally giving it up as a bad job.

Then came Wrestling Richard, the Lion Hearted vs. Slam Denny, which was a fast affair, ending in both falls going to Denny, the first in two minutes and the next in nine minutes. Denny said after the match that Richard was a mighty good man. A match, Super vs. Benson, followed. It was a well-fought match, the decision going to Benson. Following this, came the slugging match, Dillinger vs. Stedler, which was the fastest match of the evening, ending in a draw which, in my estimation, was well earned by both parties.

The crowning event of the evening was Bigelow vs. Irish Hughes, Bigelow winning by a run away, having the edge in every round, but Irish was game and kept coming in for more.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

W. F. Brandt, who for many years has been general foreman here, has been promoted to assistant master mechanic at Monett. We are all sorry to see Mr. Brandt leave us, but as promotion is the dream of all railroad men, everyone here congratulates Mr. Brandt and wishes him success in his new position. As a token of respect and that he may remember us, the night force presented him with a Gladstone bag and a fountain pen-pencil set, and the day force presented him with a dandy Gabeldine.

Wm. B. Murney is our new general foreman, succeeding Mr. Brandt. Mr. Murney scarcely needs introduction to the mechanical department employee, as he has held numerous positions with us in the many years he has been in the mechanical department, holding such positions as traveling valve man and traveling inspector, general foreman at the old south roundhouse and the Chouteau avenue roundhouse at St. Louis. We all welcome Mr. Murney and look upon him as a man that it will be a pleasure to work with.

Edward E. Brown is also a new foreman here, having taken charge of dead work repairs, succeeding A. E. Boies, who has taken a position as machinist on running repair work.

The world's series ball games are all over and we have all settled down and up for another year; however, most of us were disappointed in two ways with the outcome—our favorites lost and our

favorite radio announcer failed to catch a foul ball.

Mrs. Ivy Pence is at this time reported seriously ill at Kansas City, where she went to undergo treatment for her ailment. Latest reports are that her condition is very critical, with little indications of improvement. Mr. Pence is a sheet metal worker.

Mrs. T. E. Jackson has about fully recovered from a recent operation for appendicitis. For a time her condition was real serious and alarming. Mr. Jackson is a machinist on cab work.

Ray Rader, machinist on cab work, recently spent two weeks visiting a sister at Lamar, Colorado. He was accompanied by his family and reports a great time.

Gordon Yowell, who recently finished a boiler maker apprenticeship in the back shop here, is now working a special apprenticeship and is working the last six months in the roundhouse.

Frank Glenn, electrician, has the sympathy of the roundhouse force in the loss of his father, whose death occurred during the past month.

George Cole, boilermaker, is celebrating the arrival of an 8½-pound boy at his home. The young boilermaker has been named William Eugene.

Lee Hill, sheet metal worker, who has been working extra here for several months, has been assigned to a steady position at Monett.

James Rucker, extra man, was instantly killed and Truman Walton, also extra man, was severely injured in an automobile collision October 15. It is with sincere regret that we witness the passing of the young man. The roundhouse employees extend their sympathies to the bereaved family. Both young men were well liked by everyone and we all hope that Mr. Walton will recover soon and be back with us again.

LOCAL No. 33—HAYTI, MO.

E. B. WHITENER, Reporter

Richard Hayes, who has been cut off for some time, is now back with the force.

Arnold Tucker, machinist helper, who has been working in Chaffee, has been transferred to this point from Chaffee, Mo.

Our lead car inspector, Bert Williams, was called to Blodgett, Mo., recently on account of Mr. Williams' sister being very ill.

R. D. Sanders, car inspector, is having a radio installed at this writing.

Pearl Cates, machinist helper, is now working with the day gang. Pearl has been working nights for several years at this place.

Cleve Hayes, from Kirkland, Texas, has been visiting Richard Hayes, car inspector, at this place. Mr. Hayes has been farming in Texas for several years and reports about one-half of a crop this year. It has been five years since Mr. Hayes visited his people here. Mrs. Hayes said she surely did enjoy her trip here, as she never had seen any timber or hills like we have here in this part of the country.

Bruce Hastings is now working at the roundhouse as extra man.

LOCAL No. 18—BIRMINGHAM, ALA.

W. A. MYERS, Reporter

Roy Ramey, pipefitter, is back at work with us again after being laid off for some time. We are glad to have you back with us again, Roy.

Manley Higgenbotham spent the greater part of last week in Memphis.

Hubert Kimbrel of the car department has been off sick several days. We are glad to report he is now able to be back at work again.

Dan Cutcliff, boilermaker foreman, says he spent a very enjoyable two weeks' vacation on the West Coast of Florida. Not unlike all normal human beings he had a big fish story to portray to the fellows when he came back.

J. W. Drake, machinist, traded his old car for a new Ford.

B. H. Roepke, air-brake man, laid off from work to attend the Alabama State Fair this week.

J. E. Gipson, air-brake man of the car department, has moved to his new home at Morris, Ala., for which he recently traded.

The writer and family visited relatives at Thayer, Mo., last week.

Vincent McAlester, machinist, has traded his Ford touring car for a new Ford coach.

Pinus Clowders, car man, who has been off sick for several days, is now able to be back at work with us again.

E. T. Boyd, cafe proprietor, has purchased a new De Soto coupe.

WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

Jesse Barker and Arthur Buck hardly notice the rest of us nowadays as they are driving new Chrysler sedans.

Our foreman, J. S. Wood, and Pumper Riley Dunn suffered bruises and minor cuts when their motor car left the rails on the high line recently.

W. A. (Beagle) Marrs recently placed second in the old-time "fiddlin'" contest at the meeting of Local No. 1.

Henry Potter reports that his boys and the Mrs. have completed the fall corn cutting and now he can go directly home evenings instead of having to do so much shopping in town.

Mrs. Andy Baker of Dixon, wife of "Swede," recently shopped in Springfield.

W. E. Phillips and crew at the west shops, Earl Getchell on the high line, W. D. Collins at Monett, Wm. Losey and gang in the north shops and south side, Chas. Robinson and gang in the St. Louis terminals, and W. H. Brook and gang on the east end, are all busy getting heating facilities ready for winter.

Mrs. Arthur Buck recently visited friends and relatives in Oklahoma City.

Mrs. Chas. Robinson, with their daughter, Letha May, and son, Chas., Jr., recently visited with Mr. Robinson in St. Louis.

EASTERN DIVISION PAINT GANG

GEORGE HOLLMAN, Reporter

Node Francis, B&B painter, has returned to work after a brief illness.

Mr. and Mrs. Berry Brasher recently visited with friends and relatives in Joplin, Mo.

Lloyd Scrivnea, B&B painter, reports that his daughter has been seriously ill of diphtheria, but is much improved at this writing.

John Rea and wife recently visited with friends and relatives in Tulsa, Ok.

Glad to report the condition of Mrs. L. J. Leysaht has improved to such an extent that she has been removed to her home from St. John's Hospital.

Ray Chaffin, B&B painter, has squared himself with the paint department by passing out the cigars. He recently put one over on us by sneaking away and getting married.

W. I. Foster, B&B paint foreman, has returned from a recent business trip to Chicago.

Ye scribe and his "never silent" partner and dog, Patsy, recently enjoyed a very successful fishing trip to the dam on White River. Among the catch was a five-pound blue catfish.

We wish to state right here that there is no evidence of race suicide in the paint department, as the following will subscribe: Leonard Tiffany and wife report the arrival of a girl, Rosemary, at their home September 15. Mr. and Mrs. John Rea announce the arrival of a boy, Johnny, Jr., at their home on September 23.

Ed Straley and "Pop" Wadlow are painting the depot at Salem.

Morgan Gavick and gang are painting the bridge at Valley Park.

LOCAL No. 5—ST. LOUIS, MO.

ROBERT W. REED, Reporter

Local No. 5 held a very good meeting on September 19, with seventy-four members in attendance. One new member was admitted and one application was received. On October 3 another good meeting was held with sixty-one members in attendance. One new member was admitted by ritual and two members were admitted by transfer.

Brother Frank Junkins, general chairman Frisco Association, was a visitor at St. Louis on September 19 and attended the meeting of Local No. 5 on that date.

Brother O. R. Biswell, carman at Chouteau avenue yards, met with an accident while dismantling a car that resulted in his death on September 19. Local No. 5 extends their sympathy to Mrs. Biswell and relatives.

Effective on October 1, Local No. 5 lost one of its active and energetic officers through the promotion of Charles W. Boggs to foreman of the machine shop. While we regret to lose one of our active members, we are certainly glad to see Brother Boggs get the promotion that we think he is well entitled to. He came to work with the Frisco on September 15, 1922, as machinist at Chouteau avenue shop and was transferred to the Lindenwood shop when it was opened on July 14, 1924.

With the resignation of Chas. W. Boggs as treasurer of Local No. 5, Brother Wm. M. Crouch has been elected to fill the unexpired term.

Wm. B. Murney, foreman passenger department, Lindenwood roundhouse, has transferred to North Springfield as general foreman. Many of the brothers who have been working for Bill for a good while hated to see him go, but there is the satisfaction that his vacancy at Lindenwood has been filled by none other than Thomas Murray of whom none can complain.

Brother Neal O. Garner visited the past month at Neodesha, Kansas.

Brother Sidney Williamson visited the past month at Amory, Miss., for ten days with the home folks.

The joke is on Marion Andrew Brayfield. He was taken for a ride by a friend on Wednesday, October 8, and on his return about 8 o'clock found about forty of the boys and girls at his house to celebrate his birthday. Ice cream and cake were served and with the orchestra that was present, dancing was in order. Andy was presented with a goodly number of gifts, among which was a "Dominecker" rooster presented by Brother Frank Henson.

Brother James F. Wood, carman at Chouteau avenue yard, left the services of the Frisco on October 13 to engage in house building. We wish Brother Wood good luck in his new undertaking.

Congratulations are in order. Brother Charles Roth and Miss Emma Martin were married on October 1. We wish you all the luck and happiness in the world.

Frank Kenneth, Jr., that is the name of the very young man that arrived at the home of Brother and Mrs. Alfutis on September 27, weighing eight pounds.

Brother V. V. Chapman, engine inspector, spent several days in the Frisco Hospital having his tonsils removed. Vonnle says that the Frisco Hospital is a wonderful place to go when you get sick, but with all that he was glad to get back home.

James Ates, blacksmith, is sporting a new Plymouth coupe and if you ask him it is a wonderful buggy.

Brother W. B. Smith and wife spent fifteen days in California, most of which was in Los Angeles. While there Brother Smith took a trip to the Catalina Islands and rode in the glass-bottom boat. He says that the boat ride was certainly one wonderful trip. He could see many kinds of fish and under-ocean scenery through the bottom.

Wm. Barron visited at Ft. Worth, Tex., this month with one of the old-timers, R. H. Hallaur, formerly machinist at Lindenwood and Newburg.

CHAFFEE ROUNDHOUSE

JAS. E. STOUT, Reporter

First-class Machinist Theon Strack and Third-class Machinist Sherley Gre-mar have been transferred to Hayti.

Bill Deckert, traveling millwright, has been in Chaffee for several weeks overhauling the Brown hoist and other special equipment.

Chas. Strue, second-class boilermaker, is back with us again after several weeks' vacation through the hot weather.

Oh! boy, have you noticed that new Durant sedan that brings Claud Hamilton to work every day?

Bill Harmon, roundhouse laborer, had to show all the boys up in the horseshoe-pitching contests at the "Neighbor Day" celebration at Benton the other day. Bill and his buddy walked off with all the prizes, which consisted of 50 pounds of flour, 5 gallons of gasoline and a set of horseshoes.

Say, it sure was a job to keep Boilermaker Harry Norvell from going to the hospital on October 4, 5 and 6, so he could take in the world's classic in baseball.

NORTH SHOP—SPRINGFIELD, MO.

SHERMAN ELLIS, Reporter

Sherman W. Ellis, electrician and reporter for this space, returned to work recently after being off four weeks with an injured wrist.

Pete McSweeney, lead man in the air room, has again returned to work following an injury received last winter. We hope he has recovered sufficiently to stay put this time.

Paul Cox, electrician apprentice, spent the first half of October visiting relatives and friends at Newburg and St. Louis.

Merrell Denoon, moulder in the brass foundry, and some friends, spent October 12 fishing in James River.

Robert Bare, electrician, worked the roundhouse job at Oklahoma City the last two weeks of October. Robert has been working at this shop the past year, but his job was cut off recently until January 1.

Frank Ball, machinist, has traded automobiles again—this time for a Nash sedan.

H. Cozad, machinist, who has been on the sick list the past several months is again on the job. We hope he has completely recovered.

Mat Christman, machinist in the air room, returned to work October 13, following a three weeks' visit with his son at Denver, Colo. Mr. Christman reports a wonderful time, seeing plenty of snow in Colorado.

Gordon Yowell, special apprentice, has been transferred to the north roundhouse. Gordon should be a valuable man to some railroad in a few years as he is a willing worker and always on the job.

MECHANICAL DEPARTMENT CHAFFEE, MO.

R. E. RICE, Reporter

Claud R. Willis, first-class boiler-maker, has been transferred from Springfield to Hayti, filling the vacancy of Walter J. Shanks.

Engineer W. H. Adams made his last trip prior to his retirement on September 29, rolling into town on the Sunnyland to receive a spirited ovation from his fellow workers and his many friends among the townspeople. We hope he may enjoy to the fullest extent his well-earned retirement.

G. W. Moore and his secretary, Raymond Ivey, were recent visitors to the Mechanical premises, looking over the

retirement program of dismantling freight cars at this point.

Mr. Harvey A. Slentz, motor car maintainer, Cape Girardeau, and family were called to Joplin, Mo., by the death of Mrs. Slentz' mother. We offer our sincere sympathy to the family in their loss.

Mr. Elisha Crumbaugh, car carpenter, recently laid off a couple of days on account of a sprained knee. He has now returned to work.

Mr. Harry Harrison, accident prevention agent, attended the October mechanical department accident prevention meeting at this point. Mr. Harrison, you may recall, is from the largest state in the world—Texas.

Fire prevention week has just passed, and it seemed that J. L. Kiburz fell right into line, as he called on us to make a minute inspection of the property for possible fire hazards.

D. L. Forsythe, veteran of two world's record endurance runs on engines 4113 and 4213, was a recent caller. From him we learn that Mr. George E. Dillard, who is to retire this autumn, is the first road foreman of equipment on the Frisco Lines to reach the age of 70 years in service.

We wonder, by the way, how many Frisco people know that General Adna Romanza Chaffee was an American general in the Spanish-American War and died in 1914?

Recent visitors to the mechanical department included Messrs. Samuels and Chase. Visitors to the car department were Mr. Kitzmiller, Oxweld service man; W. L. Weiss of the water engineer's staff; Frank Ellis, general air brake instructor, and H. L. Malette, traveling road foreman of equipment.

We are informed that C. R. Farmer, triple test rack operator, is the owner of a new radio. This will explain that dreamy look in Mr. Farmer's eyes of late.

Henry J. Dumey, engine watchman, and J. M. Collier, laborer, car department, are at present time in the St. Louis hospital for treatment. Andy E. Rankin, car carpenter, is also in the hospital at this writing. We hope they will all be able to return to work in the very near future.

We were to have offered a brief resume of the late World Series baseball games prepared by George McKenna, but Mr. McKenna says that the series is over and it doesn't matter now and that he would rather forget about it, anyway.

Mr. Virgil Alvey, sometimes known as "Fuzzy", is listed among our radio fans and listens to everything far and near since that new Brandes radio graces his home.

We are now offering night football games on the splendidly lighted field at Central High School. Understand Mr. Cliff Peacher, piecework checker, got out on the field with the boys for a practice tilt and is now nursing numerous sore muscles. Chipper up, Mr. Peacher, it's all in getting used to it.

Yeah! And did you hear about John Crippen and Cap Francks going squirrel hunting? Understand from reliable sources that they both brought back what the little boy shot at—nothing.

YALE, TENN.—CAR DEPARTMENT

A. R. SPRINGER, Reporter

Mr. R. C. Keel, car carpenter, was held up one night the latter part of September and relieved of \$7.50 in cash and his Ford roadster. Up to the present time, car, cash and bandits are still missing.

Mr. Claude E. King, air brake man, is back on the job after being off several weeks with a broken thumb. Glad to see him back.

Mr. and Mrs. A. R. Springer are the proud parents of an 8½-pound girl,

who arrived October 8. "Alex" was hoping for a little machinist that he could name "A. R. Jr.", but the fates ruled otherwise.

Mrs. B. M. Martin, wife of B. M. Martin, car carpenter, is reported very ill. We wish her a speedy recovery.

Mr. and Mrs. Paul Pape, car repairer, and wife, are to spend the week-end of October 11, with relatives in New Albany and Mr. Pape is looking forward to his first opossum hunt of the season. He is also looking forward to the meals he always gets when visiting his "in-laws".

A new fire department has been organized in the car department, consisting of W. D. Early, S. C. McKee, A. R. Springer. It is predicted that Mr. Early will be elected chief provided he gets a bicycle.

The Frisco Railway is well represented at the night classes, held at Tech. High School. There are from six to twelve of the men who attend twice each week. The majority of them are studying machinist's work.

We are very sorry to hear that Mr. A. E. Gunn, car clerk, is leaving the service on the 15 of October. We understand that Mr. Gunn has a position in the Bureau of Agriculture and we wish him success in his new job.

BRIDGE AND BUILDING DEPT. EASTERN DIVISION

ARTHUR BUNCH, Reporter

Charley Wallace and gang are repairing station buildings on the Salem branch. They are now at Salem, Mo.

Arthur Rude and gang are getting along splendidly with the gravel deck bridges at Newburg. They expect to have them finished soon.

Eb Nease and gang are driving piling at Humansville, while Carter and gang are doing the rebuilding of bridges.

Roy Hill has been appointed foreman of gang No. 8, taking Brown's place, and are now renewing bridges at Harrisonville, Mo.

General repairing on buildings in and around St. Louis is being done by Bill Skyles and gang.

Bill Hines and gang are building concrete piers for the highway under pass on the Chadwick branch near Ozark, Mo.

John Skyles and gang are nearing completion of the concrete waterway under the tracks at the Springfield, passenger station.

General repairing on buildings in the Springfield terminal is being done by Charley Baron and gang.

Clyde Cunningham and gang are building concrete culverts at Moselle, Mo.

LOCAL No. 24—AMORY, MISS.

RAYMOND F. DEES, Reporter

Mrs. W. R. Adams, wife of Machinist Adams, was called to Gimmerson, Ala., recently, account serious illness of her mother.

O. B. Holmquist, night locomotive inspector, is back at work after being off sick.

L. D. Davis, blacksmith, visited in Thayer, Mo., recently.

Colored local gave a banquet on October 16 at which time the Rev. R. E. Miller, a minister of their race, opened with prayer. Quite a number of officials were present.

Lesley Hogan, coach cleaner, made a flying trip to St. Louis.

Southern division recently moved Jonny J. Jones show 523 miles. Frisco has competition, but Frisco service counts.

Mrs. J. L. Sullivan wife of car foreman, visited her mother in Monett, Mo., recently.

R. H. Lamm, carman, gave up single

blissedness by entering the holy bonds of matrimony. No. 24 wishes him and his bride many happy days together. L. D. Davis and wife were called to Cullman, Ala., because of the illness of Mrs. Davis mother.

J. T. Bolding, machinist; W. L. Peller, carman, R. F. Dees, pipe fitter, motored to Tupelo, Miss. All report an enjoyable time at the Fair.

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Claude C. Bond, welder, was on the sick list a few days recently, but is now back on the job.

Ray Shepard, machinist, is sporting a new "Lizzie."

C. E. Kummell, stationary fireman, has joined the ranks of the agriculturists, and has moved on a farm. Frank Harkey, a "steenth" degree fan, went to St. Louis to see one of the world series games.

Frank Junkins, general chairman, was visiting among members of Local No. 8, on the 10th of October.

Enid, had the honor of entertaining President Kurn, and other high officials of the Frisco, on the evening of October 3. The event was a banquet, given by the Enid Chamber of Commerce in the Youngblood Hotel.

There has been quite a number of changes in our forces, due to recent reductions, but believe everyone has about settled again, and we are looking ahead to a busy season.

In honor of general foreman, William Phillips' 40th birthday, on the evening of September 19th, Mrs. Phillips entertained a group of friends with an enjoyable supper on her electrically lighted lawn. Those present were, Mr. and Mrs. Roy Richards and children; Mr. and Mrs. Claude Bond and children; Mr. and Mrs. Elmo Sistrunk and daughter; Mr. and Mrs. Burleigh Adams and baby; Mr. and Mrs. William Ayers; Mr. and Mrs. H. H. Fuller; Mrs. Funk, and Mrs. Cecil Black.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMANN, Reporter

Fred Chambers is reported to be recovering nicely from an operation for appendicitis at the St. John's hospital.

Marion Clevinger has been doing some track welding work on the Frisco lines in Arkansas, during the recent layoff of the welders at the reclamation plant.

Milford McElhaney, who was overcome by a heat stroke in the blacksmith shop some time ago, has developed other ailments and is reported in a serious condition, which we regret very much.

Esta McMahan has gone to Hugo, Oklahoma, to operate a track oiling machine in that territory, during the temporary shutdown of the reclamation plant mechanical department.

Mrs. William Maples has been visiting her sister at Eldorado, Kansas, the past week. Bill says he is glad she hurried back, for he missed his cook very much.

Fred Nicholson is sporting a new cream colored Pontiac coupe. We understand Mr. Nicholson is quite wealthy, and of course a new automobile is a small item to him, but it makes a flashy spot in the lineup by the side of the power plant.

We regret to report that Mrs. L. J. Leysaht, wife of our superintendent, has been dangerously ill in the St. John's hospital the past month, but are glad to learn that she has recovered sufficiently to be at home again at this writing.

We are informed by some of the reclamation plant mechanics who have been laid off the past two weeks, that

fishing has been good in most every direction in which there is a stream of water, and have noticed with few exceptions, that their hands were much calloused from using the rod and reel.

Esta McMahan, our material inspector, says he rolled the wheels on his Buick car over seventy thousand miles before the speedometer went "haywire", and he doesn't know how many after; but he recently decided there were enough, so he has purchased a Marquette six sedan, which he says is "some boat".

Henry Noland, scale foreman, has resigned his position with the Frisco and accepted a position with the Howe Scale Company. Mr. Noland is an affable gentleman and a man of ability and we regret to have him leave us, but wish him continued success in his position with the Howe people.

Several minor accidents have occurred, mostly among the laborers on the scrap dock the past month, but the most serious and regrettable injury was that of Veral Maples, laborer, who was assisting in stripping in the brass house, when a flying piece of metal struck him in the face, smashing his goggles and putting one eye out.

LOCAL No. 19—MEMPHIS, TENN.

L. V. GLASS, Reporter

Well, everybody has taken their vacation, baseball season is over, the Tri-State Fair is over, and everybody is trying to get settled for the winter.

W. J. Bell, machinist, has moved on Carr avenue and intends to spend the winter there.

There has been lots of exciting things going on for the last thirty days. The Memphis Chicks went into a slump but came out of it all right and won the Southern League Pennant, but lost four out of five to Fort Worth in the Dixie series.

The Tri-State Fair is just over. There was thousands of people here from the Tri-States. All the boys and their families attended the Fair and lots of the boys attended the automobile races which was very exciting.

W. P. Reach, machinist, attended the world's series games in St. Louis. He reports a fine trip.

Ross Goodyear and wife motored to Mullins, S. C., and spent two weeks with his parents. He says he likes his Ford better than ever. He drove it over four thousand miles without any trouble at all.

D. P. Henley, pipe fitter, and family entertained a group of friends at Overton Park with a wieners roast.

Several of the boys at Yale are attending night school at Tech High School.

We have three new automobiles at Yale. Jim Meadows, boiler inspector, F. W. Brist, Jr., are both driving new Oldsmobile sedans, and Pete McKeller is the owner of a new Chevrolet coach.

Harry Steward, machinist, is back after being on the sick list. Glad to see you back Mr. Harry.

E. E. Morgan, clerk to Mr. Tuck, has been on the sick list but is back at work again.

Mr. Thomas Cowan, machinist, is back after being on the sick list four or five days.

W. J. Holcomb, night pipe fitter, is now on the sick list.

Notice everybody, up until now Yale yards has been located at Holly Ford road, but not any more; the city of Memphis has changed it to the Airways boulevard because it leads to the municipal airport.

(Special)

Colored employee sets record by working 1,009 days. Jude E. Mathews, oil supply man, absolutely does not believe in laying off. He has worked 1,009 days without laying off and up until then had 429 days to his credit,

but had to be off two days on account of a death in the family. He has been employed by the Frisco eight years and has never had an accident. He has been filling lubricators for eight years and has never had an engine failure. The high officials of the Frisco say he keeps one of the cleanest and most up-to-date oil supply rooms on the entire system, and the local officials at Yale are very proud of his service.

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

Ben C. Stanley, night yardmaster, is now in Springfield hospital, and is being relieved by Harry E. Ralston.

P. A. F. Ingle, agent, is visiting in Chicago, Ill., for a few days. F. L. Conley is relieving him; Rip Phillips relieving Mr. Conley.

E. J. Marik bumped L. L. Burrows as night platform man.

H. W. Miller, cashier, is now on the sick list, Fred Smith relieving him.

The writer was in St. Louis for a few days visiting home folks.

Walter Myers, wife and daughter, Laviere, from Birmingham, Ala., were visitors here, visiting his mother, Mrs. F. C. Williams.

L. D. Davis, blacksmith, of Amory, Miss., was a visitor here.

J. R. Fisher and wife were visitors in Springfield, Mo.

I. W. Hill, car inspector, was called to Ruston, La., account of a serious accident to his brother who was badly burned with acid while working at a pulp mill, but at this writing he is doing as well as could be expected.

First trick operator at West Plains, Van V. Miller, is being relieved by S. J. Akridge for a few days. Mr. Miller is going through Mayo Bros. Clinic at Rochester, Minn.

Joe Collins and wife of West Plains made a visit to Kansas City, Joe being relieved by F. C. Lark.

John R. Woody, warehouseman, of West Plains resumed work the first, after a 60-day leave of absence for relaxation, being relieved by R. C. Hostleton.

Business around West Plains is picking up considerable, from 8 to 14 loaded cars being received daily since the sixth. Also the cream business is better since the rains which revived the pastures.

E. D. Nichols bid in clerk's position at Hardy, relieving extra clerk Earl Payne who bumped in on caller's job at Memphis, Tenn.

E. R. Billingsley, extra operator, worked at Thayer for a few nights, relieving A. Poyner and has now gone to Norwood.

O. S. Donaldson, agent, Hardy, attended the world's series in St. Louis, relieved by C. E. Phillips.

LOCAL No. 17—TULSA, OKLA.

H. C. PRICE, Reporter

Ira Moody, secretary Local 14, has a new Pontiac coach.

E. C. Hart, pipeman, has a new Chevrolet coach.

Wm. Bow, machinist, has moved to his new home east of Red Fork.

Ed Schall, cabman, has returned after a two weeks' vacation.

W. H. Stinson, air man, spent ten days visiting in Texas.

Louie Davis, machinist, has returned after a ten days' fishing trip in Port Arthur, Texas.

Happy Riddle, mill man, is in Morningside hospital, after an automobile accident. We wish him a speedy recovery.

Al Charron, formerly of Francis, and formerly Afton roundhouse foreman, is back in West Tulsa roundhouse. These places were abolished.

P. J. (Red) DeBrosse spent a few days in Chicago visiting his sister. Walter Whitcher, carman, spent a week in Missouri fishing.

Tom Harris, carman, spent ten days fishing in Southeastern Oklahoma.

Earl Robertson, machinist, came in the other morning with a big smile on his face. The reason—9-pound boy. Congratulations.

W. C. Timbrook, carman, has a new 8½-pound girl.

C. W. Gillespie, locomotive inspector, and family spent ten days last of August in Missouri and Texas.

M. E. Leverett, machinist, was called to Western Oklahoma a short time ago account of the death of his brother.

Henry Cole, locomotive inspector, and G. M. Jessee, roundhouse foreman, are enjoying the air programs over new Philco radios.

We extend our sympathy to Clyde Fike, machinist, and Mrs. Ruby Emerson, wife of machinist, account death of their father in Missouri recently.

Out sympathies are also extended to Mr. John White during his bereavement over the death of his step-father in September.

A few of the boys of Local No. 14 are taking advantage of the Vacation Training School at night, held in Tulsa by the State Board. We are looking for a large class for the new six-week term.

CAR DEPARTMENT FT. SCOTT, KAN.

JAS. N. HARGROVE, Reporter

William E. Elder, laborer, is still off on account of illness. We hope to see Bill back on the job before long.

Mrs. Frank Barnett and children made a trip to Kansas City, visiting friends and relatives.

Mrs. Eugene Moore, wife of car foreman, spent the week-end in Ft. Scott with her husband.

We were all very sorry to hear of the misfortune to Jack Brandt, car inspector, in the burning of his house on October 4. We understand they lost practically everything. Mr. Brandt works from 11:00 p. m. to 7:00 a. m., and the fire occurred at 4:00 a. m. while he was at work. Mrs. Brandt and baby escaping from the fire by going out the window, as her passage of escape was cut off any other way.

Mrs. A. D. Young, supplyman's wife, took a trip to Texas, visiting relatives and friends.

LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Mr. Ivan Fuller attended the Cardinal parade, also the third game of the series, Cardinals-Pittsburgh.

S. A. Montgomery, general foreman, and wife attended the second game of the Cardinal and Pittsburgh games at St. Louis.

Mr. and Mrs. A. C. Trotter were called to Parsons, Kan., account of the death of Mrs. Trotter's sister. They also visited Tulsa, Okla., and Rogers, Ark.

Mr. C. P. Burnside, clerk, and son, Warren, visited Newburg between trains recently.

Mr. and Mrs. I. E. Fuller are driving a new Chevrolet coupe.

Mr. and Mrs. O. J. Painter of Springfield visited R. L. Painter and H. W. Fuller a few days.

Shopmen express their sympathies to Mr. and Mrs. Earl Delashmit during their sad hours of bereavement at the loss of their baby boy.

Mr. and Mrs. Harvey Green and family motored to Rogers, Ark., on a visit.

Mr. and Mrs. Wm. Murrell are the proud parents of a baby boy, born September 17, 1930.

Mr. and Mrs. Dan Malone visited his uncle in Tulsa, Okla.

Mr. and Mrs. Wm. Hoss are the proud parents of a baby boy, born September 6, 1930.

Mr. R. D. Wilson, car foreman, was transferred to Tulsa, Okla., as wrecking foreman.

Mr. A. M. Dow of Springfield was appointed car foreman in place of Mr. Wilson.

Mr. R. L. Painter, assistant night foreman, made a nice catch of trout recently, one trout weighing 4 pounds.

LOCAL No. 7—FORT SMITH, ARK.

LEE W. CAVINESS, Reporter

Local No. 7 welcomes M. L. Crawford back to the Central division as our master mechanic, filling the vacancy created by J. D. Heyburn being transferred to Springfield as road foreman of engines on the Eastern division. Mr. Crawford was general foreman at this point for several years prior to being transferred to Monett as assistant master mechanic.

As an expression of our esteem for Mr. Heyburn, all the employees in the roundhouse, car department, stores department, supervisors and office force gathered together and purchased a matched set of hand luggage consisting of traveling bag and brief case with J. D. Heyburn-Frisco Lines engraved in gold lettering. This token of our friendship for Mr. Heyburn was presented to him just prior to his leaving for his new position. With every employee present to bid him goodbye and success, Lee Caviness acted as their spokesman and in part said: "Mr. Heyburn, during the past several years we have gathered around this old building three times for the purpose of bidding our chief goodbye. On each of these occasions we have, by clubbing together, purchased a little gift as an expression of our friendship for the one who was about to leave us, and on this occasion we have done likewise, not as a matter of custom but because every employee who has served under you for the past six years genuinely regrets your leaving and wishes you to know, by this gift, that we are your friends and have learned to respect your leadership. We are not saying goodbye Mr. Heyburn, just wishing you success on another division of our railroad." Mr. Heyburn responded by saying that words could not express his feelings on an occasion of this kind but that he wanted us to know that he appreciated our coming to bid him goodbye, and that he would always treasure our gift as a reminder of six of the most pleasant years during his 39 years of railroading for the Frisco, that he had hoped to finish his service at this point but that he realized a good servant should willingly obey orders from his superiors, and that he felt like he had taken root in Fort Smith and the leave-taking was keenly felt. Mr. Heyburn expressed his desire to shake hands with every employee present, which he did amid many wishes for a pleasant visit with us at every opportunity.

Roy West and Afton Faust were our representatives at the world's series games played in St. Louis, both are loud in their praise for the Cardinals as being the greatest team in the game. Our membership enjoyed one of the most beautiful feasts in the history of our local recently. As our guests we had the supervisors, also Brother Frank Jenkins, general chairman, of Springfield, John Coley, chairman, Ralph Maledon and O. L. Linton, who served as our entertainment committee, surely know their way around when it comes to putting on the feed bag. We take this opportunity in telling them our appreciation for their successful efforts.

Mrs. D. E. Garner, wife of D. E. Garner, engine inspector, is recovering from a major operation she underwent recently.

J. L. Eudy has purchased a new Dodge. He says the old car had its good points but that there is nothing to this old mellowing-with-age stuff.

We extend our sympathy to Brothers M. L. Sexton, D. M. Windes and their families in the loss of loved ones recently.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSIE L. BRANDON, Reporter

Mr. W. E. Breshear, car foreman, and youngest daughter were called to Dodge City, Kan., on account of sickness of his married daughter who is living there. The younger Miss Breshear remained in Dodge City with her sister. They report, after undergoing an operation, that she is getting along very nicely.

Chas. Canady is back at work again after being off a week or so having some surgical work done.

We are glad to see Nick Quisenberry back at work again, after being off a few days on account of illness.

E. A. Bunch, machinist, has bought a new Nash coach.

Hershel McCauley, machinist, is sporting a new Chevrolet.

Ben Denney, car oiler, is now sporting a new Chrysler car.

Rev. W. E. George, coach repairman, is also driving a new car.

Mack Thompson, trucker, who has been off for some time, reported on the sick list.

Chas. R. Helfrecht, check clerk, has been off some time due to illness. We hope to see him back to work soon.

OFFICE SUPT. TERMINALS SPRINGFIELD, MO.

NORMAN HINDS, Reporter

W. E. Lewis has been working as an assistant yardmaster during the absence of E. G. Wall, who has been enjoying a brief vacation.

E. L. Stevens was absent from duty several days recently, during which time he acted as host for out-of-town relatives.

C. E. Hosey has been working the assistant yardmaster position for L. V. Carner for the past few days.

F. J. Clark has been given a sixty-day leave of absence, and is enjoying a vacation during the recent slack business period.

Fred Kelly layed off several days recently and moved to a new home, a nice bungalow, of which Fred is proud.

Ed Wadley has been absent from duty several days on account of illness, but we are glad to report he is again on the job.

S. J. Dally recently spent several days enjoying the delights of fishing.

A. L. Ward recently spent several weeks enjoying an extended tour of middle western states, during which time he visited the cities of Omaha, Chicago, Cleveland and Cincinnati, and various Indiana towns.

J. D. Clark has returned to his duties after being forced to lay off due to illness.

O. M. Simon has returned to his duties after being off nearly two months, during which time he was forced to undergo a major surgical operation.

Frank Mills is now working days, as the day icing inspector. Guy Pollard succeeded him on the midnight shift.

Dollie Hinkle was slightly injured recently when she was struck by an automobile while crossing a street near the yard office.



EASTERN DIVISION

OFFICE ASSISTANT SUPERINTENDENT—NEWBURG

ART STEUART, JR., Reporter

Howdy folks! I'm new in this game of reporting, but want to meet you all. Come and see me when you're in town. We believe in optimism down here, and as a result we see that the gravel plants at Pacific are doing a good business for this time of the year.

By the way, the engine room at the St. Louis Material & Supply Company plant burned down a short time ago. It caused them a few days delay, but they have rebuilt it and are running full blast again now.

Did you know Conductor Roach is on passenger service now?

Business has been exceptionally good on the Salem branch during the past thirty days, due largely to the movement of pipe to Cherry Valley, Steelville, Keyesville and Winkler, and we understand ore mines at Cherry Valley are doing a good business, in fact they are loading four and five cars daily.

Superintendent Moran was a visitor in the offices the other day. We found later that he was a busy man, but were glad to see him and talk with him a while.

Contractor Regenhart has another contract somewhere in Illinois they say, and is now moving from Rolla to his new location.

Mr. Watts has been to St. Louis a time or two recently, to visit his son-in-law, John Snodgrass, who underwent operation for appendicitis a few days ago. Last reports were that Mr. Snodgrass was recuperating nicely.

The officers of the Frisco must see considerable more business in sight on the Salem branch, as I see they are sending another 583 class engine over there.

Our new agent, Fred Dickey, from Walnut Grove, is a dandy. Fred says he likes to call folks by their first name. Well, here's how, Fred.

Miss Snyder reports a pleasant trip to Carthage and Sarcosie one Sunday. We want to see some of the flowers, please.

Agent Kinney at Rolla was off sick a few days the first part of this month, but we hear he is back on the job again now, fine as a fiddle.

Xews drifts in that the agent at Eureka bid in the 3rd trick operator's job at Pacific, and is now on the new location doing fine. We haven't heard as yet who will fill his shoes at Eureka.

The bridge gang has been at Newburg the last two weeks making repairs to our bridge in the Newburg yards. They have just completed their work and certainly did a neat bit of B&B. Improves the yards a lot.

There have been two large steel bridges shipped to Salem just recently, to be installed on Highway 32, southeast of Salem.

Haven't heard of any wise-cracks on any of the boys, or visits by the stork, so guess we'll call it a day and go drink some coffee. See you next month, gang.

Section Foreman Bradymire's daughter, Mamie, is at home on a visit from Montana.

TELEGRAPH NEWS—NEWBURG

HELEN FELLOWS, Reporter

The Eastern division was greatly shocked and saddened by the tragic death of Bernice Jennings, October 1, when she crashed in a plane at Springfield airport.

Leo Daugherty, third Swedeborg, was off several days account serious sickness of his father. Glad to report at present writing his father is better.

J. W. Zimmerman, agent Valley Park, is laying off, being relieved by R. E. Essman.

George Greener, second SP Springfield, is back on the job after a vacation spent partly in the hospital and partly in Kansas City. He was relieved by C. H. Parker.

N. A. Kinney, agent Rolla, was off several days account sickness. V. R. Finley, regular third trick, relieved him and was in turn relieved by W. Eoff.

A. H. Owens, third Strafford, is laying off, being relieved by H. A. Atwell. Emmett Daugherty, agent Eureka, bid in third trick Pacific.

C. J. Kunz, third Dixon, was successful bidder on agency Monett. F. T. Burton, agent Franks, bid in third Dixon, which position he had held for several years previous to being bumped by Mr. Kunz a few months ago.

W. M. Christopher, extra dispatcher and operator, has bid in third at Nichols. At present he is doing extra dispatching at Chaffee.

Joe Lick, third Lebanon, is working the agency there, being relieved by Ralph Arnold, who in turn was bumped by W. Eoff.

Baby girls have arrived at the homes of B. D. Ringeling, agent Moselle, and T. B. Boatman, agent Brownington. We have not learned the names of the young ladies yet, but are glad to offer congratulations to both families.

TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

A. B. Strain, telegrapher, and family visited relatives in Sedalia, Mo., recently.

Karl Schmidt of Ft. Worth, visited our department this month. He is the son of F. C. Schmidt, veteran telegrapher of "S" office.

C. A. Ferguson has been employed as extra messenger, relieving Vernon Johnson, who has resigned to accept a permanent position with the Club Cleaning Company of this city.

E. F. Oakes, telegrapher, Sapulpa, and wife, accompanied by Mr. and Mrs. McDonald, of Red Fork, spent October 5 in Ft. Smith visiting Mr. Oakes' brother.

Everett L. Bray has recently been assigned to position as division lineman at Tallhina.

S. L. Canady has returned to Fayetteville, after having spent a few days in the St. Louis hospital. He was relieved by Lineman W. M. Hastings.

Al W. Sivewright visited this department October 6. He was formerly a messenger in the telegraph office, but resigned about three years ago to accept a better position with the Missouri Pacific.

MONETT YARD

FRANK L. KYLER, Reporter

Switchman A. C. Russey is driving a new Chevrolet six sedan.

Mr. and Mrs. Harmon Gray, who have been living at their country home on Ninth street road, have moved to their residence on 4th street.

Mr. and Mrs. G. D. Shreeve, visited relatives at Oklahoma City, recently.

Assistant Yardmaster J. E. Shipley was laying off October 15th and 16th. He was relieved by Switchman Leslie Taylor.

The position of agent at Monett, made vacant by the passing of Mr. A. T. Brown, has been bid in by Mr. Koontz, of Dixon, Mo., who has assumed his duties and is busy getting acquainted with folks. Mr. Koontz is a very pleasant gentleman and it is to be assured that he will be very successful in his new position.

P. S. Pittman who was acting as agent prior to the filling of the position, has returned to his position as first-trick telegrapher at "MO" office.

Yard Engineer T. A. Frossard has returned to the Frisco hospital at St. Louis for treatment.

Night Roundhouse Foreman Tom Hanlon was passing out the cigars recently, the occasion being in honor of his marriage to Miss Annual Jones, which was solemnized in Springfield. Tom is a jolly good fellow and the entire yard force join me in extending our best wishes.

Engineer Louis Tucker has bid in the temporary vacancy of T. A. Frossard on the 3:10 p. m. middle yard crew.

Assistant Yardmaster E. O. Gillette, who has been laying off on account of illness, has returned to his position in the passenger yard.

Before long now, the order of the day will be grooming up the old bird dog and oiling up the trusty quail gun in anticipation of the season's opening, which is Nov. 10, lasting until Dec. 31st.

We point with pride to the pictures and announcements in last month's magazine wherein it was announced that Monett had won first prize for 1930 in the Flower Garden contest. We consider this as a great achievement on the part of the folks who are responsible for transforming the rather unsightly plots of ground in the beautiful myriad of flowers. Primary credit for the gardens must go to Mr. Harry Westbay and Mr. L. A. Manley, of the claim department, who planned the garden and were responsible for the selection of planting that were furnished by Mr. Fellows, Frisco florist. Then along came P. Stolle, section foreman, and his interest was aroused, so he volunteered to lend a hand in the keeping of the plots of ground. His services were accepted at once, and in his usually efficient manner Mr. Stolle selected a man from his department to act as gardener. George

Morris was the man selected, and George has demonstrated that his ability as a gardener is to be envied. Not a single weed was allowed to remain in the beds, the lawns were carefully mowed at frequent intervals and during the hot dry season, the hose and sprinklers were put to a most beneficial use. During the evening, when Morris had left his work for the day, there came another flower loving lad who deserves lots of credit on the whole, for his efforts at seeing that the entire garden received its supply of water, Ellis Nunnely, of the platform mail force, kept an eye on things and attended to the hose and sprinkler until he went off duty at midnight. Monett is justly proud of the boys who put the garden over for us and we want to declare to the entire system that if you don't want to see the prize come to Monett next year, you'd better plant flowers and tend to them, for the garden spirit has invaded this place, and we don't mean maybe.

SPRINGFIELD FREIGHT DEPOT

M. M. A. LARKINS, Reporter

We are glad to see Miss Blanche Handley back at her work as OS&D clerk after an absence of nearly three weeks enforced by illness.

Mr. and Mrs. Dan B. Rainey will visit in Tulsa shortly with Mr. and Mrs. Oswald Rainey. Miss Hortense Rainey, their daughter, is expected to return to Springfield soon after an extended stay in Spokane and other points.

Mrs. Audie B. Mitchell, wife of our car clerk, is to visit in Neosho. Mrs. L. Sweetin in Woolsey, Ark. Mrs. Geo. Endley in New York City.

Miss Ethel Copeland, of the revising department, had a wonderful time in St. Louis, October 5th and 6th, attending the ball games, etc.

To Mrs. Bessie Dickerson, our comptometer operator, and Mr. Henderson McKnabb, employed on our platform, we extend our sincere sympathy in the loss of their father.

Miss Marie Devine, of the revising department, is pleased to have her twin sister, Helen, at home for about three weeks before returning to Fort Scott, where she has been doing extra work the past several months.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Mrs. R. E. Testerman, wife of our chief draftsman, is convalescing after an operation for appendicitis.

Mr. C. H. Johnson, formerly employed as draftsman, has been assigned to construction work in Foreman G. C. Calton's outfit. Mr. W. B. Drummond relieved Mr. Johnson as draftsman.

Mr. C. A. Hanm, signal supervisor, on Southern division, spent his vacation visiting his daughter Mrs. Edward Krouse of Wakeenay, Kans.

Mrs. C. C. Woodfill, wife of signal maintainer at Nichols, Mo., is visiting her parents at Paola, Kan.

Mr. Ray Nance, formerly employed in system construction outfit has been assigned to position of assistant signal maintainer at Wittenberg, Mo.

Mrs. J. M. Iman, wife of signal maintainer at St. Clair, Mo., has returned to her home after a visit in St. Louis.

Mrs. Wade Dungey, wife of assistant signalman, is visiting in Carthage, Mo.

OFFICE OF AUDITOR—DISBURSEMENTS, ST. LOUIS, MO.

CELESTE OGLE, Reporter

A number of employees of the disbursements office attended the World's Series.

Joe Sondag saw all three games, be-

ing accompanied on Monday by his wife. Jack Pikesley saw Saturday's game and yelled the Cards to victory 5 to 0. Jim McAuliffe viewed Monday's game and did not smile for two days.

Melba Talbot, Ida Kolodny and Loretta Ryan saw Sunday's game, seated in the bleachers among the "Sun Gods". We heard that they had to stand in line for several hours and had a long wait until the game started, but thanks to their foresight they brought along a large basket of lunch.

Emma Lofthagen married Bertram Scollay on September 20th. Before leaving Emma was given a beautiful set of silver by her many friends in the machine bureau and accounting department. Our hearty good wishes are extended to this young couple.

Catherine Gilbane and Wilma Kragh have returned from a vacation trip to Havana, Cuba, and report having a wonderful time. They brought back a box of candy which had a much different taste than candy bought in St. Louis.

Genevieve Vilsick spent her vacation in New York and Washington.

Odella Bosche made a trip to Galveston, Texas, the latter part of September, and says swimming in the Gulf is wonderful. They say Odella looked keen in her new bathing costume.

Joe Scully resigned on September 15th to accept a position with the Interstate Commerce Commission, and upon leaving was presented with a beautiful watch.

Mrs. Irene Schwartz and Mrs. Margaret Moffat have been employed as payroll callers, and Beatrice M. Kribs as comptometer operator.

Earl Elise took in the football game between St. Louis University and Missouri State University. We have been informed that "One Eye" Connelly has nothing on Earl when it comes to crashing the gate. Atta boy, Earl, you dragged the "Cheer Leader" in with you.

Juanita Prather resigned on October 15th to be married to Norman Klein. Juanita has been with the Frisco for a number of years and during that time has made a host of friends. Needless to say her leaving is sincerely regretted, and she takes with her the best wishes of this department.

William D. Jones spent his vacation in Springfield visiting home folks. Three cheers for Green County.

William Bates spent a pleasant week-end in Peoria.

C. H. Carl spent his vacation in Texas and New Mexico, and Marie Ruscha in Boston.

Mont Sanford's young son was seriously ill, but we are glad to report has now fully recovered.

Ople Richardson gave a horse shoe pitching party, which was attended by members of the office.

Carl A. Claassen, wife and daughter, Mary Charlene, have returned from Kansas City.

AURORA-GREENFIELD, MO. BRANCH

B. P. RAMEY, Reporter

You folks upon the high line no doubt have noticed Ted Boatman, agent Brownington, wearing a smile here of late, well, you know the reason don't you? He is the father of a big boy. Glad to report that mother and baby are getting along very nicely.

Luther Riddle, formerly caller at Newburg, was successful applicant for position as helper, this station.

L. B. Doran, 2nd-trick toverman, is back on the job after an eight weeks' siege of sickness. Ben says that he is feeling like a new man now, and glad to be back to work.

J. Freeman Wilson, ticket cashier, was off duty a few days, and spent the time off visiting with his son Ted

and family, who are now residing at Osawatimie, Kan. Mr. Wilson's trick was protected by Joe Shockley, of Monett.

O. N. Keeling was successful applicant for position as section foreman on Northern division out of here. This position being left vacant by Mr. Shyrock, who bid in another position at Columbus, Kan. Mr. Keeling comes to us from the Wichita Yards. Welcome to Aurora, Mr. Keeling.

Ye scribe took a week off and spent the time visiting with his parents at Cape Girardeau. Like all the rest of you folks, when I want a square meal, why I tear out for home. Edwin Murphy, of Newburg, relieved ye scribe as ticket clerk.

Fred Reynolds, express messenger on the Greenfield Branch, spent his vacation in Boston, Mass., during the American Legion Convention. Boyce Berry, relief messenger protected Fred's run during his absence.

OFFICE SUPERINTENDENT TRANSPORTATION

EULA STRATTON, Reporter

This will find us on the verge of Thanksgiving, and from what Carl Gardner, night foreman, who lives on a fine farm west of Springfield, says, the "Frost is on the pumpkin and the fodder's in the shock," and we're all set for the big day which marks November—both as to the transportation of turkeys from various points in Texas, as well as the carving and the eating of that delicious bird. And here's wishing you all a plenteous Thanksgiving.

Mr. and Mrs. Harlan Boehm left the latter part of October, for a two-weeks' vacation in Detroit and points in Canada, while Mr. and Mrs. Clarence Wilkes migrated south, enjoying a leisurely week-end at the great Frisco gulf port—Pensacola.

Vinnie Hindman spent a portion of her vacation at home, during some of those golden October days which the Ozarks are so famous for.

Speaking of the weather—it couldn't have been better for the world series. Certainly was too bad the Cardinals didn't "cop the pennant," but at least they proved they were from Missouri. Those from this office who were fortunate enough to see them play in St. Louis were Mr. and Mrs. John Breckenridge, Mr. and Mrs. Virgil Hartley, Lester Langford and George Neff.

News from some of our former employees who were "hit" by the recent lay-off: Aneta Ball is now connected with the Juliette Shop, an exclusive ready-to-wear shop, where she is proving her ability; Anna Sheehan is working in the office of the superintendent of Public Schools, Senior High School; Della Stevenson is selling supplies for a local print shop; Carmen Bowman is doing dictaphone work in Kansas City, and Florence Kline-Anderson is "keeping house" in that darling new bungalow of hers.

COMPTROLLER'S OFFICE

CORNELIUS O'CONNOR, Reporter

Ada Husbands returned from her vacation, saying she had a wonderful time. She drove to Cleveland, Buffalo, Niagara Falls and Canada. On the return trip she said she had a "thrill" driving for two hours at forty-five miles an hour when caught in the traffic along the lake, outside of Chicago. These Austins surely step along.

If you want a ride that will give you some thrills, John Kinworthy can give you that. He says: "Going south? Jump in and hold on."

We have a future "Red" Grange in this office. Oscar Hummel, the fullback of the Carondelet De Molay team.

Claude Bailey returned after a leave of absence of one month, account of illness.

Two weeks were spent in the Frisco hospital. He looked like a new man on his return, his face as ruddy as that of a bricklayer. We are glad to welcome you back, Claude.

AGENT'S OFFICE MONETT, MO.

PEARL E. LEWIS, Reporter

We Frisco employees at Monett have been holding our heads pretty high, since the announcement that our flower gardens had been awarded first prize this season. They have truly been one of the beauty spots of our city, and have added much to the appearance of the railroad surroundings. The first frost, night of the 16th, bid them farewell, until next season.

E. O. Gillette, assistant yardmaster, is home from a ten-day stay in the St. Louis Frisco Hospital.

W. G. Haynes, retired warehouseman, was a patient in the hospital at Springfield this month.

C. J. Kunz, former agent at Dixon, has been assigned the position of agent at Monett, assuming his new duties October 4. Mr. Kunz comes to us highly recommended, and he says he is very favorably impressed with Monett.

The moving of the telegraph office to the ticket office has been completed, and Mr. P. S. Pittman has assumed the duties of operator-cashier, displacing Earl Aulgur, who has been ticket clerk at this station for a number of years. Mr. Aulgur has not, as yet, decided where he will exercise his "bump." Mr. Shockley, night ticket clerk, is now warehouse clerk at the freight house, displacing H. H. Edwards, who exercised his seniority as train clerk in the east yards.

A number of carloads of material are arriving at this station for the building of a station for the Gulf Pipe Line Company. The station is located four miles south of Monett.

G. D. Shreve and wife enjoyed a visit with relatives at Oklahoma City this month.

Treva Lea, bill clerk, was on a forced vacation several days recently, on account of illness.

Columbus Mayahan, mail and baggage handler, had the misfortune to have a house, he recently purchased, destroyed by fire, October 11. He and his family had intended to move to the place as soon as he had made some improvements.

Mr. and Mrs. Richard Mills had as their guests, this month, Mr. and Mrs. George Rice and Mrs. Catherine Meln, of Eldorado, Ark.

Miss Ethel Livesay, telephone operator, is taking a week's vacation and Miss Ruby Dickerson is relieving her.

O. G. DonLavy, engine foreman, has been off duty the past month account of illness.

George Schwandt, extra clerk, has been loaned to the Southwestern division to work several days at Henryetta, Okla.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

STELLA COMEGYS, Reporter

James Erickson and Miss Mable Breshers were married in the Assembly of God Church, on the evening of September 18, at nine o'clock. James is a clerk in this office, coming here from the stationery department several months ago. We all extend congratulations and best wishes to Mr. and Mrs. Erickson for a long and happy wedded life.

Miss Jack FitzJohn is back at work after being in the St. Louis hospital, recovering from an operation. We are glad to have Jack with us again.

Misses Ruth Uselton and Mary Newton were two of the spectators at fourth game of the world series, played in St. Louis, Sunday, October 5.

Mr. Luther Utley was absent a few days account of being ill.

Mr. A. J. Sperry, assistant chief clerk

in this office, informs us of the arrival of a baby girl at his home on October 12. The name of Ramona Joy has been given her.

DIVISION STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

PEARL A. FAIN, Reporter

Mr. C. E. Wheatley and daughter, Marguerite, have had considerable company recently from out of town, namely: Mrs. E. B. Miller of Birmingham, Ala., Mrs. Coil of Ft. Smith, Mr. and Mrs. Ward Moore and Mr. and Mrs. Robt. Burns of Rich Hill, Mo.; also Mrs. Reece and son and Mrs. Pitcock and two daughters from Bokoshe, Okla.

Mrs. Effie O'Kelley, mother of Tom O'Kelley, chief clerk to the division storekeeper, is visiting her daughter, Mrs. L. V. Cockran and family at Alhambra, Calif.

Sincere sympathy is extended to Mr. Harry Edwards, who was formerly employed in this department, in the recent death of his mother.

The mother of Mr. Claud Choate, who lived near Pleasant Hope, died a few days ago and sincere sympathy is extended to him by this department.

L. E. Goodman worked on the supply cars a few days, taking the place of John Sprohs, who was called home to attend the funeral of Kenneth Tiffany, killed in an automobile accident on Highway 66, October 5. Sincere sympathy is extended to loved ones and friends.

Mrs. Ernest Hoelscher of Jonesboro, Ark., is visiting her grandson, Mr. O. H. Miller, who is stock clerk in this department.

Dr. H. T. O'Kelley, of Portageville, Mo., was one of the doctors who attended the convention of the Frisco surgeons, held at the Kentwood Arms Hotel, October 10 and 11. Dr. O'Kelley is a cousin of Tom O'Kelley, chief clerk to division storekeeper.

Mr. T. F. Phillips, storekeeper at Monett, visited this office recently.

Mrs. Geo. A. Stephen, of Ottawa, Ill., formerly Miss Bertha Reed of this department, was called home recently account of the serious illness of her sister, Mrs. Joe Harvey, but at this writing we learn that Mrs. Harvey is much better.

While the supply cars were in Muskogee, Okla., during their last trip, they were entered and clothing valued at \$150 or \$200 was taken. The robbers did not seem to be very particular, as they took both old and new clothing, and clean and dirty, and T. E. Berst and O. D. McConnell think that they surely had a truck with them. One of the boys, though, had considerable money in a New Testament there in the car, and it was untouched, for which they were thankful. No trace of the robbers was found. The Muskogee Fair was on at that time, as well as the Rubin and Cherry Circus Shows, but whoever entered the cars broke three Yale locks and a screen from one window.

Mr. and Mrs. F. M. Bishop have just returned from Tucumcari, N. M., where they went a few days ago to attend to some business. While in that section of the country they visited El Paso and crossed over the border into Old Mexico, but even so, they did not feel very far away from home, for they tell us that Highway 66 runs into that part of the country, and here it runs within two blocks of their home. Mr. Bishop is stock clerk in this department.

DIVISION AND STORES ACCOUNT- ANT OFFICE—SPRINGFIELD, MO.

MARY NEWTON, Reporter

R. G. Lagston, of division accountant's office, Ft. Scott, was a visitor in this office September 20.

Miss Helen Sheehan, Wichita reporter, was the house guest of her cousin, Miss Marguerite O'Brien, for the week-end of October 5.

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Maurice Roush, of this department, was transferred to St. Louis office. Sorry to lose you Maurice—good luck.

Miss Ruth Uselton, of general stores, and Miss Mary Newton, of this department, drove to Joplin and Baxter Springs, Kan., September 21. They report a wonderful time.

Mr. and Mrs. Fred Scharpf, both formerly of general stores, entertained the following at dinner September 18: Misses Eunice Hagerman, Jessie Rob-

ards, Effie Ott, Maude Bedall, Barbara Murray and Mrs. Harry Hayes. The color scheme of pink and white was used in the table appointments. A large bowl of asters formed the center piece. From all reports the dinner was a huge success.

The Frisco Girls' Club was entertained with a dinner-bridge Thursday, September 30, at the Green Tavern hotel by Misses Marguerite O'Brien, Eunice Hagerman and Elizabeth Gibson. Lovely prizes were given and everyone had a good time.

AGRICULTURAL AND REFRIGERATION DEPARTMENT SPRINGFIELD, MO.

EPPA DELK, Reporter

At the National Dairy Show, in St. Louis, Messrs. A. J. McDowell and F. C. Potter had charge of the Frisco exhibit, while W. L. English and A. G. Anderson were in charge of the 4-H Club prize trip winners to that show. Miss Mary Burrell was a visitor at the show on two different days.

We have had quite a number of accidents recently but everyone seems to

be doing very nicely at this time. However, Boyd Bagent suffered a sprained ankle; Garland Thomas a badly infected heel; Mrs. R. E. Bagent has been ill, and Mr. Paul C. Trotter had tonsillitis, and was threatened with pneumonia.

Jasper Thomas, with Mr. Langsford, of the transportation department, were fortunate enough to see a big ball game in St. Louis, and entertained by friends of that city.

Mrs. W. L. English is visiting in Washington, D. C., New York City and eastern points.

Mrs. Elizabeth Temple is making her temporary residence in Texas, and we are expecting a nice big turkey for Christmas, as she is spending her time in connection with turkey development.

Mr. and Mrs. C. T. Rogers spent vacation days visiting in Farmington, Mo., and, of course, he had a fishing trip but doesn't even have any big stories to tell, so that part of the vacation evidently was not a success.

Mrs. M. J. Thomas, Jasper's mother, is making a trip to Southern Texas.

OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

Mary Howell has had the most interesting trip of anyone recently, not from point of distance traveled, but from hearing of her sister's trip abroad with her husband this summer. Mary spent several days with her in St. Louis, hearing of her trip and seeing all the lovely things she brought home.

C. G. Casteel also spent a week in St. Louis recently, but his time was at the hospital undergoing treatment.

Roseltha Perry was operated on for appendicitis at the Springfield company hospital the latter part of September, and is already back at work, having quickly recovered.

Helen Hawkins was called to Villa Grove, Ill., on account of the death of an aunt. This is her second such trip this year, having just recently been called there to the funeral of an uncle.

Anna Helbig is at present in the St. Louis hospital, undergoing treatment.

Most of these items sound like we have had nothing but sickness and sorrow this month, but there have been bright spots for several during the month. D. M. Todd and wife enjoyed a few days at Jefferson City, going through the state prison and the Capitol building.

Lady Luck smiled on Helen Murray when she was offered a position with the government, for which she had taken the examination this past summer, shortly after she was "bumped" to Roster 2 work. Helen is located in St. Louis, doing comptometer work in the Internal Revenue department.

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

Miss Grace Jochum was honored by the Girls' Club with the position of secretary. She succeeds Miss Ann McClernon, also of this office.

Congratulations to Mr. and Mrs. Paul F. Lohmeyer upon the birth of a daughter, September 26. She has been named Paula Ann.

Victor Gleaves was fortunate enough to be able to see a portion of the world's series in St. Louis.

The office extends its sympathy to Miss Olive Bernet in the loss of her sister, Mrs. Chubb, October 3.

Grover Danley took two days' vacation, October 17 and 18, to visit his father.

Fred Peterson is limping slightly as a result of a fall. He got tangled up

with a broom while endeavoring to sweep off the front porch.

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

DAZEL LEWIS, Reporter

During October, Mrs. G. C. Roop, wife of G. C. Roop, president of the Springfield Men's Club, visited relatives in New York City. After a week's visit she was joined by Mr. and Mrs. W. N. Doss, who accompanied her to Washington, D. C., where they attended the International and World Convention of the Disciples of Christ.

Clara Ermes, chief typist, has returned from a vacation in Chicago and St. Louis.

Ruby Northcutt, dictaphone operator, enjoyed a week-end trip to Mountain Grove recently.

George Reed, claim investigator, spent his vacation in Boston attending the Twelfth National Convention of the American Legion.

Nettie Sartori, voucher typist, vacationed in Illinois and St. Louis. While in St. Louis she visited Mrs. James Vaughn (nee Minnie Bossert). Mrs. Vaughn sent her regards and best wishes to all of her old Frisco friends and co-workers.

Harold Wilks has a new Chevrolet, while W. Shumate has exchanged his Nash sedan for a new Plymouth.

Gertrude Whitaker, dictaphone operator, enjoyed a restful home vacation.

Fisherman Pursley spent another Sunday trying to hook some of the finny tribe. He didn't have much success and it seemed to be due to the fact that he forgot to wear his new galluses.

MONETT LOCOMOTIVE DEPARTMENT NEWS

MARGUERITE FROSSARD, Reporter

It was with voices tinged with regret, and saddened hearts filled with reluctance, that we bade goodbye to Mr. M. L. Crawford, and speeded him on his way to "greener and fairer fields"—the position of master mechanic on the Central division. The only reconciling feature of the whole affair was the thought of the nice promotion accorded him, and he carries with him the sincere regard and good wishes of the entire force at Monett, for in the two years Mr. Crawford has been here, he has created for himself a place of high esteem among contemporary officials and employees—a tribute to square dealing and good fellowship that cannot be excelled.

But every cloud has its silver lining. And though we grieve at the loss of a mighty fine "boss," we bid pleased welcome to his successor, Mr. W. F. Brandt, and offer him our heartiest cooperation.

Word has been received from Engineer C. V. Gustin, who is a patient in the Hillcrest sanatorium at Albuquerque, N. M., that he is getting plenty of undisturbed rest and is feeling pretty good.

Congratulations are in order, folks! And Mr. T. L. Hanlon, night roundhouse foreman, is at the receiving end! By reason of having stepped into the bonds of matrimony, on October 4, with Miss Anuel Jones, of this city. We extend our best wishes for a happy and successful married life.

W. H. Messmer, coach truckman, returned to work on October 10, after six months' absence due to illness.

The Monett mechanical department was well represented at the big world's series event taking place at St. Louis on October 4, 5 and 6, and made a vallant effort to cheer the Red Birds on to victory, but something must have happened. Well, we won't

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talk about that. However, among the wild and fanatical spectators scattered through the grandstand, pavilion, bleachers, and what have you, one might have observed Paul Holland, William Walpert, L. D. Amos, Coy Wadley and Roy Allen, from the roundhouse, and C. E. Neely and George Nance, from the car department.

SOUTHWESTERN DIVISION

WATER SERVICE, SOUTHWESTERN DIVISION

ROYAL M. FAUPELL, Reporter

Sam Tarver, pumper at Francis, made a short visit to Denison, Texas.

Frank Richardson and several men are installing the new water station at Oklahoma City.

Repairman Clay Bishop of Lawton has been off for a few days visiting his mother at Edmond, Okla.

Claude Johnson is visiting in Kansas City. Mr. Johnson is pumper at Cement and Fort Sill.

C. J. Webber and family have returned from California, where they have been visiting Mr. Webber's mother, who was sick. We are glad to report Mrs. Webber improving.

Pumper Thatcher at Afton was in Seneca, Mo., on business recently.

John Comstock of Seneca, Mo., was shaking hands with friends in Sapulpa the other day.

Foreman Tuck has been quite busy of late making inspection of the division and getting things in shape for cold weather.

OFFICE OF GENERAL AGENT OKMULGEE, OKLA.

THELMA I. COBB, Reporter

E. K. Rikard and V. W. Rikard and their families spent Sunday, September 21, in Chandler visiting their parents.

Mrs. J. E. King entertained a group of friends at a surprise party on September 29, in honor of Mr. King's birthday. About thirty guests were present and enjoyed an evening of bridge. A large birthday cake centered the table from which an ice course was served. We hope Mr. King has a great many more happy birthdays and that we are invited to all of his parties.

Miss Juliet Baskett spent Sunday, September 28, in Oklahoma City visiting relatives.

Mr. and Mrs. H. T. Wood have had as guests in their home, Mr. Wood's brother and wife, Mr. and Mrs. Gordon Wood, of Sasakwa.

These Frisco fishermen continue to surprise the editor with photographs substantiating their claims to pulling out the big ones.

Here's a picture of R. I. Kuncie, car inspector of Miami, Oklahoma, who modestly states he doesn't fish very often, but that when he does it's a tough day for the fish. The catfish whose white belly is turned toward the camera, was caught by fisherman Kuncie in Lake Miami, only three blocks from the business district of the town, and weighed 42 pounds, measuring 42 inches long, and twelve inches across the head. Kuncie says he caught the fish with a six naught hook and a trout line.



Mr. and Mrs. H. T. Wood and family, Mr. and Mrs. E. K. Rikard and family, Mr. and Mrs. V. W. Rikard and family and Mr. and Mrs. J. C. Bernard and family had a steak fry out at the Frisco Employees' Club picnic ground at Lake Okmulgee, Friday evening, October 10.

Mr. and Mrs. V. W. Rikard spent Sunday, October 5, in Holdenville as guests of Mrs. Rikard's sister, Mrs. Key F. Wilhelm. Mr. Wilhelm was formerly car clerk at this station.

MECHANICAL AND TRANSPORTATION DEPARTMENTS AFTON, OKLAHOMA

LUTIE D. DAVIS, Reporter

A. J. Charron, formerly night roundhouse foreman, Francis, Okla., was recently transferred to Afton as night roundhouse foreman, relieving E. Boultinghouse, Boultinghouse being assigned duties at West Tulsa shop.

Conductor Wiedman and Brakeman M. Holland now on the Afton and Joplin turn-around passenger run. This crew represents the Kansas division. Their mileage basic calls for several months on this run.

Effective September 8, second yard crew assigned here. This on account of increased fall freight business.

Mrs. E. P. Hogan of Monett, Mo., wife of general yardmaster, is spending a few days with her husband and friends.

Harry Moorehouse, third-trick operator, and family spent a day in Neosho recently with his mother, who leaves soon for an extended visit with her brother in Illinois.

Mrs. Henry Foley, wife of general roundhouse foreman, returned Friday from Wela Park, where she has been the guest of Mrs. C. T. Mason and daughter, Miss Marjorie.

Conductor R. S. Norman and wife and Mr. and Mrs. F. L. Johns of Tulsa spent a week-end in Noel, Mo.

Francis Loyd, son of Engineer Loyd, has returned from a visit in Tulsa.

Mrs. R. C. Meder, wife of switchman, and daughters, Mrs. Tom Spencer and daughter, Iris Ann, and Mrs. John Pierce, visited with friends in Miami, Okla.

Mrs. Everett Estes, wife of switchman, and son, Everett, Jr., are leaving for Sulphur, Okla., where Everett, Jr., will enter his second year in school.

Zetta Rider daughter of Switchman Rider, who is attending Northeastern Oklahoma Junior College in Miami, spent the week-end with her parents.

Agent H. E. Rust, wife and daughter, Mildred, visited in Springfield, Mo., recently.

TRAFFIC MANAGER'S OFFICE OKLAHOMA CITY

LUCILLE BATTERN, Reporter

Mrs. H. G. Snyder, wife of traffic manager, accompanied by her sister, spent several days visiting in St. Louis, where she has many friends.

Mayme Cerveny, cotton clerk, recently returned home after having been in St. Louis hospital for several weeks undergoing an operation. She is now spending a few days at her home in Prague before returning to work. We shall all be very glad to see her back again.

Grace Tice, a former stenographer of the Frisco of four or five years ago, is now with us temporarily, relieving Miss Cerveny. She seems right at home with the work and surroundings.

M. G. Buffington, assistant general agent, was off a couple of days this month on account of illness, but has all of his old pep back now.

R. O. Hopkins, assistant general agent, and Mrs. "H," as Bob calls Mrs. Hopkins, recently returned from their vacation, which was spent visiting in Dallas.

We have been hoping that Mr. Huggins would be a guest at one of our club dances soon, and there couldn't have

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been a more appropriate time than the opening dance of the fall; therefore, we consider ourselves very lucky to have had as our guest, Mr. W. L. Huggins, Jr., and hope that he enjoyed our little party.

Our own Roy Hughes, traveling freight and passenger agent, is again looking like himself after having to wear shaded glasses for a few days on account of having had a slight operation on his eyes. Nothing serious, but just the same glad to see him without the glasses.

H. G. Snyder, traffic manager, and wife were victims of a house robbery a few days ago. Articles taken consisting of money and jewelry. So far have had no trace of the stolen articles.

Our good old friend, Bob Hopkins, assistant general agent, decided a few days ago his topcoat needed a little fixing; took the scissors and cut out the old worn lining, held it up and said it looked much better. Following day found he had not operated on his own coat, but on M. W. Bell's, our rate clerk, but Bob still insists he did a good job of it.

Oklahoma City folks were much saddened by the recent death of Mr. H. C. Conley, former traffic manager, Oklahoma City for twenty years, and our deepest sympathies are extended to his surviving relatives.

MECHANICAL DEPARTMENT NEWS WEST TULSA, OKLAHOMA

L. A. MACK and ETHEL NATION, Reporters

Engineer C. C. Saner, who has been confined in St. Louis hospital for the past month, has undergone his second operation and is now reported improving.

Fireman Roy Cobbs, Cherokee Sub, who has been away from duty on account of illness, is now back on the job.

Machinist T. H. Schell is a patient in St. Louis hospital for chronic appendicitis.

Engineer P. J. Clements, who has been in St. Louis hospital for rupture operation, is now back on the old job again.

Fireman C. R. Bassham, West Tulsa extra board, is in St. Louis hospital for treatment.

Engineer J. W. Gillen, Cherokee sub, is away from duty account of illness.

Road Foreman of Equipment Mr. R. H. Francis and family, Mrs. Francis and daughter, Louise, have moved their residence to Tulsa. We welcome them and hope they will like their new home.

Electrical foreman and family have moved from Springfield to Tulsa to make their home, we welcome them and hope they will be well pleased with their new home.

We wish to extend to Mr. J. F. Ready, day bus driver, our sincere sympathy in his recent bereavement. Mr. Ready's sister, Ruth, died September 27th, in Springfield, Mo.

Miss Emelia Kalt, file clerk, master mechanic's office, spent the week-end of September 20th with home folks in Monett, Mo.

From the talk around the office about sore arms, we think the bowling team should be good. Practice makes perfect, I hope.

End of round one, and from the looks of Mr. Thos. Riddle, mill machine man, when he came in the office a few days ago, the old Ford must have won. We hope Mr. Riddle will be able to put his crutch aside soon.

Mr. Weaver Bennett, chief car inspector, was called to Carthage, Mo., account of serious illness of his father.

Mr. Ira D. Henry, head coach inspector, and family, West Tulsa, have returned from a vacation which was spent in Mercedes, California. They report a very enjoyable trip.

Mr. R. E. Bohon, general foreman, West Tulsa, spent his vacation in the Ozarks around Bella Vista and Lake Taneycomo.

ACCOUNTING DEPARTMENT SAPULPA, OKLA.

V. L. THOMAS, Reporter

Mr. Joe Connelly, traveling accountant of St. Louis, Mo., was a visitor in the office October 3rd.

Mr. B. H. Betts, traveling accountant of Springfield, Mo., has been working in the office during October and September, making his usual check of the timekeepers.

Messrs. Earl Peak and C. C. Barnard, completion report engineers, have taken over their duties on the southwestern division, and are now making their headquarters at Sapulpa, Okla.

Mr. C. E. Blair, of the St. Louis office, was a visitor here October 13th.

Mr. Phil Briggs, who was assistant bill and voucher clerk in this office for a short time, returned to Fort Scott, Kan., to take over the position of general clerk.

Due to the abolishment of completion report clerk in this office, V. L. Thomas has taken over the duties of assistant bill and voucher clerk.

Messrs. Phil Briggs and Wm. Morris spent the week-end of September 21st in Enid, Okla.

TRAFFIC DEPARTMENT—SECOND DISTRICT TULSA, OKLAHOMA

MARGERY A. O'BRIEN, Reporter

Tulsa had a big week during the International Petroleum Exposition and Congress, October 4th to 11th inclusive. We had thousands of visitors in our Magic City from all parts of the world, during which time we were honored with personal calls of the executives of the various railroads, to



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The use of all-steel underframes has become universal for practically all classes of freight cars, particularly for those cars intended for handling heavy materials, such as coal and iron, or ores in bulk; in many cases the body framing also and frequently the entire car is constructed of steel. The use of wood has practically been abolished in car truck construction and the use of cast steel, pressed and forged steel, or rolled steel parts has become general.

say nothing of having a visit from our own executives.

Mr. H. G. Snyder spent the day with us on Wednesday, October 8th, having escorted a party of Oklahoma City folks to Tulsa to attend the exposition. We were glad to see Mr. Snyder.

We had a special train of baseball fans to St. Louis to attend the series, which means an increase in our passenger earnings for the month.

We are now working on our annual API meeting, which will be held in Chicago, week of November 9th. Last year we had a special train carrying most of the delegates from this district, which was very properly called "THE PRESIDENT'S SPECIAL", and this year we will operate the same train and are looking forward to even a greater delegation out of Tulsa. This is the finest equipment that can be gotten together and carries our most representative people of Tulsa. Last year we received many compliments on our efforts to make this train a big success.

Mr. and Mrs. O. P. Rainey spent the week-end in Springfield, Mo., visiting with their folks.

The Frisco Ladies' Club held their monthly meeting, October 16th, and had a good attendance.

We all join in extending our sympathy to the members of the family of H. C. Conley. We were all much grieved to hear of his passing.

TULSA REVISING BUREAU TULSA, OKLA.

MARGUERITE HEFREN, Reporter

Several in this department visited the International Petroleum Exposition, held in Tulsa, October 4th to 11th. To those who had never been in the oil district previously, it proved very interesting and very unusual.

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CHICAGO

One of our baseball enthusiasts, Bob McDermott, was among those who attended the World Series ball game in St. Louis, October 6th. He was accompanied by Pete Mulrenin, of the agent's department.

A whale is being exhibited at different stations in Oklahoma and checking the rate on this monster has proven quite a problem; hence the reason of Mr. Brendel's new wire file 9-A-Whale.

Marguerite Hefren spent the week-end in St. Louis visiting friends.

Can you imagine:

Marguerite Hefren without her lipstick.

Ed. Freiner without long neat finger nails.

Bob McDermott without golf clubs.

George Jauss without his tariffs.

Guy Miller without his smile.

Leo Brown talking constantly.

Emma Mae Venus without her beads.

Paul L. Brendel without the work sheets in at quitting time.

Dan Rennick as a silent observer.

C. L. Thomas not on the job at 7 o'clock.

It simply cannot be done.

TULSA FREIGHT OFFICE TULSA, OKLA.

MARY JENKINS, Reporter

J. D. Hebert, chief night clerk, was called to New Roads, La., due to the serious illness of his father.

The Tulsa Oil Exposition, 1930, was a great success. Also added very materially to the railroad business, both in freight and passengers.

The warehouse is in mourning and Lon Burd, warehouse foreman, is about to pass away on account of having lost the pennant to Springfield.

Bernard Mulrenin, diversion clerk, attended a world series game in St. Louis, Missouri.

M. D. Jones, checker, visited relatives at Ft. Scott, Kan., week-end of October 11.

Jessie Douglas, who has been doing temporary work in the agent's office, has returned to her home in Texas.

We know it's cold weather as W. A. (Wabash) Bryan, chief rate clerk, has his neck all wrapped up in last year's fascinator.

40th AND 43rd TRACK DIVISION SAPULPA, OKLA.

J. A. McMILLAN, Reporter

Lee Lantz has been assigned B&B foreman on gang 1, relieving J. E. Woodward, who was retired October 1, account reaching age limit. The B&B department presented Mr. Woodward with a beautiful leather covered rocking chair on his retirement.

The B&B department is now making repairs to the bridge over South Canadian River, between Tuttle and Mustang, where recent high water caused a great deal of trouble, making it necessary to secure the Eastern division pile driver to assist.

The water service department is now installing a new water station at Oklahoma City, in connection with the new passenger station and track changes.

On September 28, a meeting of all section and B&B foremen was held at Tulsa, to explain the new method of maintenance of way timekeeping. Mr. Connelly, of the accounting department, was chairman of the meeting and gave a full outline of how time should be kept under the new system.

Account of increased business, the Bushyhead Coal Co. is constructing 4 new tracks to serve their coal tipples at Histle Spur.

The semi-annual watch inspection has just been completed over the Southwestern division.

A new track has been constructed to

Stanfast

Reg. U. S. Pat. Off.

Spring Bands That Are Effecting Large Savings

RAILROADS using our STANFAST spring bands report a saving over the cost of manufacturing wrought iron bands in their own shops. Wrought iron bands crease in the corners; the iron is burnt in forging; they are not uniform in thickness, and there is considerable loss due to imperfect welds.

STANFAST bands have solid corners, are free from burning, are of uniform thickness, and require no welding.

The strength of these bands compare as follows:

	Tensile Strength	Elastic Limit
	lb. per sq. in.	lb. per sq. in.
Wrought Iron Bands—		
	40,000	25,000
STANFAST Bands—		
	70,000	36,000

We can effect a saving in manufacturing cost and insure long wearing bands that are free from failures.

Send Us Your Spring Band
Designs

Standard Brake Shoe & Foundry Co.

Railway Steel and Iron Products
Pine Bluff, Arkansas

serve the Bradford Oil Co., at Tulsa, to take care of increasing business.

Quin Baker, roadmaster, was called to Kansas City for a few days as a witness in a law suit.

T. J. Herndon has been assigned foreman on the Seneca section, relieving W. H. Mullens, who has been retired on account of reaching the age limit, after serving 37 continuous years in that vicinity.

Robt. Morgan has been assigned foreman on the Sequoyah section.

Track work in connection with the new station at Oklahoma City is nearing completion. Construction of a subway on Walker Street has been started and will be completed in about 90 days. The new station is moving right along, side walls going up at this writing.

A new 600-foot track has just been completed at Oklahoma City to serve the Crump Refining Co., which is the second gasoline plant located on our tracks since opening of the Oklahoma City oil field.

WEST TULSA STORES DEPT.**TOM MISHLER, Reporter**

Mr. and Mrs. Virgil Yeargain left Tulsa September 18, on a motor trip through Kansas, Missouri and Illinois. They spent some time with relatives in Cape Girardeau and Advance, Mo.

Mr. Horace Finney, of Burma, India, is visiting his sister, Mrs. Dorothea Hyde, and other relatives in Tulsa. Mr. Finney has spent the past eleven years in India and other foreign countries, this being his first visit to the States in that time.

Mr. and Mrs. Nile Woolsey motored to Bristow, Saturday, October 12.

Mrs. Chas. Niemeyer and other church ladies served a plate lunch to several of the employees of the stores and mechanical department, Friday, October 10. The proceeds are to be used for the benefit of the church.

Mr. and Mrs. Moore, of Vinita, visited with Mr. and Mrs. C. O. Mitchell and family, October 12.

**OFFICE SUPT. TERMINALS
WEST TULSA, OKLA.****MISS EDNA A. WOODEN, Reporter**

H. B. Miller, yardmaster, is enjoying a few days' vacation.

T. E. Eagan, switchman, has been laying off the past week by reason of jury duties in District Court.

W. E. Eagan, general yardmaster, has returned to work after an absence of a week.

According to recent press notices, considerable addition is to be made to the new Philcade Building, at Fifth and Boston streets, to provide office space for the Standard Oil Company's office, which is to be moved to Tulsa. This addition will make the Philcade Building the largest office building in Tulsa.

At a regular meeting of the Frisco Employees' Club, evening of the 17th, C. J. Quinn, telegraph operator, was elected president to serve balance of the term, due to Mr. Harper, former president, having been transferred to Birmingham. We predict a successful term of office for Mr. Quinn, and feel sure that club activities during the coming winter will be a source of great interest to employees and their friends.

City of Tulsa contractors have started work on the Cat Creek Sewer project, which will parallel our tracks from First street to the river, to take care of increased drainage in the downtown area, necessary by reason of the new Union Station improvements.

The regular monthly Accident Prevention and Better Service meeting was held at Tulsa, October 14th, joint with the Southwestern division. Mr. J. W. Morrill, accident prevention agent, we understand, paid us his last visit in this capacity, inasmuch as he will be retired prior to the date of our next meeting. It is with sincere regret that we see "Uncle Billy" leave us, and want him to know that the thoughts and good wishes of Tulsa terminal employees go with him.

We extend sympathy to G. G. Harrison and family in the loss of Mr. Harrison's father, who passed away at Los Angeles, Calif., October 14.

RIVER DIVISION**SUPERINTENDENT'S OFFICE
CHAFFEE, MO.****ANNA GOLDEN, Reporter**

W. H. Stubblefield has returned from vacation trip to Washington, D. C., and other Eastern points and is again in his usual place in the dispatcher's office.

Miss Mary Farrell recently spent a day in St. Louis visiting with friends.

Mrs. J. A. Chronister has returned to Chaffee after spending some time with

her parents. Mr. and Mrs. Chronister expect to move into the G. F. Aubuchon property soon and become permanent residents.

Miss Norma Black, who has been spending the past two or three months with her brother, A. C. Black, has returned to her home in Raleigh, North Carolina.

Coy Bynum, of the engineering department, has been enjoying a two weeks' vacation.

Little Dorris Mae Fatchett, daughter of Timekeeper Ray Fatchett, while playing with some other children, had the misfortune of badly injuring her left hand. However, she is getting along nicely and is able to attend school again.

C. E. McDonough, formerly maintenance of way timekeeper, has gone to Malden, Mo., working with the station force.

Miss Elizabeth Grieshaber, accompanied by her mother, recently motored to Ste. Genevieve and Zell, Mo., and spent the week-end with relatives and friends.

Miss Myrl Jones of St. Louis is filling temporary vacancy on the 691 report desk. Miss Jones was formerly with the Lindenwood force.

Miss Martha Reynolds has had as her guest for several days Miss Clarabel Hart of Hayti.

W. H. Patterson, roadmaster of Enid, Okla., was a visitor in Chaffee for a short time last month.

Chris Roland recently motored to St. Louis over week-end and reports a very enjoyable trip.

**FREIGHT AND TICKET OFFICE
HAYTI, MO.****F. M. CARLOCK, Reporter**

A book of rules meeting was held in the passenger station October 10. Meeting held by Mr. C. K. Sims, assistant superintendent. Attendance was good.

A. P. Matthews, assistant traffic manager, was a visitor in this office one day last week.

J. H. Wilks, former cashier, who has been working cashier job, Caruthersville, last month bid in temporary cashier vacancy here and is with us again.

R. E. Meadows bumped on second-yard job, relieving E. I. Allen, who is working the first-yard clerk job until bid in.

Yours truly was off four days last week account flu, relieved by Extra Operator Cecil Raymond.

Art Moore, Brakeman Moore's son, is in the Frisco Hospital for an appendicitis operation. Last report he was doing nicely.

Account added business due to cotton moving, have put on another switcher and increased the brakenien's extra board to ten men.

CAPE GIRARDEAU, MO.**INEZ LAIL, Reporter**

Our heartiest congratulations are extended to Mr. and Mrs. J. L. Mumma over the arrival of a daughter. This is the first child and has been named Sharon Lynn. Mr. Mumma is assistant superintendent of the River division.

J. S. McMillan, superintendent, has been confined to his home for the past few days on account of illness. However, his condition is improving and we hope to see him back on the job again soon.

Mr. and Mrs. Don Parr spent the week-end in Joplin, Mo., visiting Mr. Parr's sisters, Mrs. Bert Cheney and Mrs. Sam Lansman.

David L. Hawkins, who was report clerk in this office for the past ten years, has resigned and has gone into the cleaning and dyeing business. Mr. Hawkins attended a school sponsored by the Government and completed the course on September 15.

Wm. McGraw, car inspector at Cape, spent Sunday, October 5, in St. Louis attending the World Series game. How-

ever, Bill crowed too soon and his Cardinals lost the series. Seems like Grove and Earnshaw made him like it.

Miss Maurine Lloyd, daughter of Conductor Lloyd, will be married October 18 to Henry B. Heft, engineer for the Missouri Pacific. Miss Lloyd has been the honoree at quite a few showers and parties given in her honor.

**TRAINMASTER'S OFFICE AND
LOCAL FREIGHT HOUSE
CHAFFEE, MO.****ILA COOK, Reporter**

Mr. and Mrs. Fred Dierrsen recently entertained Mr. and Mrs. Nail and daughter, Mrs. Nina Lamb, of Spencer, Ind.

Mrs. W. H. Williams has returned home after a short visit with her mother in Carthage, Mo.

Junior Frazier from Memphis was a recent visitor at the home of Danny Frisell.

Mr. and Mrs. Fred Bisplinghoff have had as guests Mr. and Mrs. Millard Abernathy and two sons from St. Louis and Mrs. Anna Mouser and children of Cape Girardeau.

Harold Hopkins, president Frisco Employees' Club, has been quite busy of late arranging for programs to be broadcast over radio station KFVS, Cape Girardeau.

Friends of Mrs. Tom Hudson will be glad to know that she is improving rapidly after an operation.

Another who has been on the sick list is J. E. Barclay, who has had an attack of influenza.

Miss Iris Morrow was accompanied home from a two weeks' visit in Chillicothe, Mo., by Miss Fontell Jacobs and her brother, Glen. The trip was made by motor.

Mr. and Mrs. Ben Flemens entertained with a dinner on September 13 in honor of W. H. "Pap" Adams, the occasion being his seventieth birthday. He was presented with many gifts by his friends. This was, in a way, a farewell dinner, because Mr. Adams was retired on October 1 after serving the Frisco for over forty-four years.

Our sympathy is extended to Leo Lane in the recent loss of his mother.

Mr. and Mrs. W. S. Johnston and daughter, Rosemary, of Wilson, Arkansas, were the guests of Mrs. A. W. Fay on September 21.

TULSA ADVERTISERS**HENRY ADAMSON &
LEFLORE POTEAU****COAL & MINING COMPANIES****MINERS and SHIPPERS**

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Mining Company****TULSA - - OKLAHOMA**

Mrs. John Ryker and son of Springfield have been visitors at the home of Mr. and Mrs. Fred Slayden.

Congratulations are in order for new members of the Frisco family. Joe Catherine arrived at the home of Mr. and Mrs. Bob Kammer on September 14. Mr. and Mrs. John Casebolt are happy over the arrival of a son on September 22. Mrs. Casebolt was formerly Miss Cordelia McGulre.

Miss Josephine Collier has returned after an extended visit with her sister, Mrs. Henry Rilling, in Chicago. Mrs. Rilling accompanied her home for a short visit.

Miss Henrietta Campbell was a visitor at the home of Mr. and Mrs. G. W. Koontz in Memphis on October 1.

B&B DEPARTMENT AND ROADMASTER'S OFFICE CHAFFEE, MO.

MARY FERRELL, Reporter

Did you ever see a football game at night? The football fans at Chaffee consider this quite a treat.

Dedication of the lighted football field at Chaffee was made Wednesday evening, September 24, at 7:30 p. m. The first game of the season was the following Friday night with Dexter, Mo., Chaffee being the victor.

The wiring of this field, even to obtaining the poles, was done by the local high school boys, under the supervision of Superintendent Scott. This is certainly to be considered an accomplishment, as Chaffee is one of the few schools in this part of the state to have a lighted field.

More football news! Norman Matthews, son of Mr. and Mrs. A. N. Matthews, a graduate of the local high school, and captain of the football team here last year, has won a halfback position on the Ft. Scott (Kan.) Junior College eleven. They played their first game October 3 against the Ozark Wesleyan team of Carthage, and won by a score of 21 to 0. Norman has the honor of having made one of the touchdowns.

Joe Huber visited his son and family at Sikeston, Mo., Sunday, October 5.

Mr. and Mrs. W. H. Pryor have had as their guests Mrs. Roy Bowers and young daughter.

Mr. A. N. Matthews was off duty a few days the latter part of September, account being sick. He is back on the job now and seems to be feeling fine.

W. H. Pryor, water service foreman, advises that his force has just recently completed a new well at Rudd, Mo.

The water service employees have been kept very busy the past few days, inspecting and overhauling the various heating plants on this division.

Balley and gang are now located at Ste. Genevieve, where they are doing some repair work.

Allison and gang are working at Campbell. They are renewing bridges.

Inman and his gang are at Blytheville, doing some work at the Blytheville station.

Segraves and gang are working with the pile driver at Poplar Bluff.

Forrester and gang are at Kennett, renewing bridges.

Sayles and gang are now located in the vicinity of Williamsville, and are renewing bridges.

Vanzant and gang are at Leachville, Ark., renewing bridges.

Erwin and gang are at Campbell. They are taking up the abandoned line on the Campbell Branch.

Lorena Bollinger was hostess to the Frisco Girls' Bridge Club, Tuesday evening, October 7, at the home of Mrs. Guethle. Anna Golden had high score for the evening and Anna Kane won the cut prize.

Mrs. J. A. McAllen and Mrs. A. W. Fay were business visitors at Delta recently.

Anna Golden entertained her bridge club on October 14, at Anna Kane's. High score prize was won by Anna Guethle and cut prize by Elizabeth Grieshaber.



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No matter how thick the scale is, it will all come out and periodical use of Dearborn Special Formula No. 134 thereafter will keep the equipment in good condition.

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SPECIAL 134 Rapid-Easy-Thorough

Lorena Bollinger spent the week-end of October 4 at her home in Oran.
Mrs. W. H. Pryor shopped in St. Louis a few days the first of October.

NORTHERN DIVISION

OFFICE OF SUPERINTENDENT FORT SCOTT, KANSAS

BLANCHE BICKNELL, Reporter

E. A. Miller, general agent, has purchased the cottage at 120 South Judson street. Mr. and Mrs. Miller are planning on moving into their new home soon.

Jack Dalton and wife have moved to the Berner Building on Main street.

L. Heinrich, conductor, has fully recovered from his recent illness and expects to resume his duties on the road within a few days.

Superintendent Bevans and Assistant Superintendents Clary and Payne were in Springfield for a few days in September working on the new time-table that went into effect Sunday, September 21.

D. L. Johnston, ticket clerk, wife and daughter, Frances, spent one day in Kansas City.

George Carson has returned to Philadelphia to resume his studies after a vacation spent with his parents, Mr. and Mrs. F. H. Carson. Mr. F. H. Carson is cashier at the freight office.

Frank German, son of Conductor F. L. German, came up from Pittsburg for a visit with his parents prior to taking up his duties as teacher in the Pittsburg schools.

The Frisco Club held a picnic at Pittsburg, Sunday, September 21. One of the attractions of the day was a game of baseball between teams from Kansas City Terminals and Northern division.

Misses Helen Roberts, Blanche Bicknell, Vashti Grimes, Teresa Bayless,

Marge Hendricks, Ruby Stevens and E. P. Knox and wife went to Kansas City for the Kansas City Booster Club dance, which was held at Drexel Hall at that point.

B. E. Cox, brakeman, suffered a fracture of the little finger of his left hand and painful cuts on his hand when his finger was caught between his automobile and a post as he was moving the automobile, preparing to do some work on it.

R. M. Batterton has been assigned to position of second-trick operator at Edward station.

Geo. Harbin was the successful applicant for the position of cashier-warehouseman at Neodesha, Kansas.

Miss Gladys Roth spent two weeks visiting relatives and friends in St. Louis.

The monthly fuel conservation meeting was held at Kansas City October 3.

Mrs. S. V. Frye, wife of brakeman, has been visiting her daughter, Miss Lanella Frye, at Kansas City. Miss Rebecca Frye is in St. Louis, having been called there on account of illness of her sister.

D. A. Stevens has taken the position of third-trick ticket clerk, Fort Scott, having displaced E. H. Hamm, who has gone to the warehouse foreman clerk's job in the freight office at this point.

Miss Laura Clark spent a few days in St. Louis.

J. R. Hopkins and sons, John and Winsor, went to St. Louis to attend the Dairy Show.

GENERAL AGENT KANSAS CITY, MO.

DAVID H. TODD, Reporter

Social activities among the office force and the Sunnyland Club were at their peak this month. A big charivari was given at each of the homes of our latest newlyweds this month, namely, Frank Martin and P. S. Fracul. Two enjoyable evenings were spent.

The Sunnyland Club, in conjunction with our championship Baseball Club, had a game with one of the Springfield teams. Let's not say anything about the game. Outside of that they certainly had a picnic. Three cheers for "Fresh Fish" via Paola. Another one of the "Sunnyland's" attractions was a smoker given in the coach yards recently. There were several boxing and wrestling bouts. Joseph Kramer and D. H. Todd officially turned over their championship belts to the younger generation.

W. H. Tarry and Eddie Kelley attended some of the World's Series baseball games at St. Louis watching the "Cards" defeat the "A's." Eddie stayed too long and saw the "Cards" defeated in one game.

TRANSPORTATION DEPARTMENT NORTHERN DIVISION FORT SCOTT, KANSAS.

MISS GLADYS ROTH, Reporter

Switchman J. R. Harris and Tracer Clerk L. O. Gardner and wife attended the World's Series ball games at St. Louis.

Trainmaster R. H. Hubbard and wife had as their guest Miss Madge Sullivant of Columbus, Ohio, for a few days during the month of October.

Miss Alice Hogan, telephone operator, is back to work after having been off for some time on account of having her tonsils removed.

Dispatcher Joe Lee and wife were in Ft. Scott a few days recently visiting relatives and friends. Mr. Lee was formerly dispatcher at this point, but is now working third trick in dispatcher's office at Neodesha.

Account of position of night operator-clerk in the trainmaster's office at Ft. Scott being abolished, Mr. L. B. Barr is now working at Edward.

Dispatcher H. M. Marshall is back to work after a trip to Cambridge, Ohio, where he was called on account of the death of his brother, A. L. Marshall. We extend our sincere sympathy to Mr. Marshall and his family.

Conductor C. J. Schmitz and wife were called to Parsons recently account death of Mrs. Schmitz's brother, and Brake-man John Schildknecht was called to Port Arthur, Texas, account death of his brother. We extend our sympathy to all concerned.

Mrs. W. H. Bevans, wife of superintendent, spent a few days in Joplin recently visiting friends.

Mrs. Jack Dalton, wife of secretary to superintendent, has returned from a short visit in Springfield, Mo.

Switchman John Hopkins attended the Dairy Show at St. Louis during October.

Yard Clerk Coll Meals has exercised his seniority by displacing P. E. Hallowell on second trick in yard office at Ft. Scott. Meals comes to Ft. Scott from Wichita.

Miss Teresa Bayless, stenographer in assistant superintendent's office, spent a few days in the Ozarks during the month of August.

OFFICE DIVISION ACCOUNTANT FORT SCOTT, KANSAS

VASHTI GRIMES, Reporter

Bert Tiffany spent a few days' vacation in Ft. Scott and vicinity the latter part of September.

H. A. Mitchell has been assigned assistant bill and voucher clerk's position. Phil Briggs is with us again, having

been assigned general clerk's position. Phil spent several weeks in the accounting department at Sapulpa.

R. W. Benson of St. Louis spent several days here the first part of October. Helen Roberts and Vashti Grimes attended the dance given by the Sunnyland Club at Kansas City the evening of September 29.

V. R. Copp has been assigned field check work, Northern division, in lieu of E. M. Peak, transferred to Southwestern division.

Sympathy is extended Bert Tiffany, whose nephew was killed in an automobile accident near Springfield, October 5.

Mr. and Mrs. H. H. McGarvey and Mr. and Mrs. R. G. Langston entertained the following visitors Sunday, October 12: Mrs. A. B. McGarvey, Mr. and Mrs. Norman McGarvey, Mr. and Mrs. Allen Moore and Mr. and Mrs. M. F. Baker, all of Springfield.

BAXTER SPRINGS, KANSAS

HARRY JARRETT, Reporter

A book of rules meeting was held by Assistant Superintendent Payne in a coach in our yards September 22. An afternoon session was held for the benefit of the "owls" who couldn't be there for the evening session. The evening session was a combined safety and book of rules meeting. There was a good attendance at both sessions and much good should result from the painstaking efforts of the instructors.

The new time card, in effect September 21, corrects some differences in schedules which have been handled by train orders, eliminating some work for the dispatchers and operators. The service was reduced very little through here and no complaint heard from the patrons.

September 12 our register showed 290 north loads handled through here. Not so bad. We are beating the 200 mark right along on average days, too.

September 9 and 10 were the days when the operators had their hands full. Account washout on Southwestern division, all their passenger trains, as well as a few KCS passengers and some Southwestern freights were handled around this way. Considering the number of train orders required to handle them, there was very little delay or confusion to regular traffic.

Starting time for the Picher Branch local has been changed from 11:45 a. m. to 2 p. m. Conductor Jamison now running the job vice Perry Wood on two weeks' leave.

On October 4 a special train was run from Columbus to Tulsa for the Tom Mix mounted patrol of the boy scouts. The Baxter Springs delegation of sev-

PENSACOLA VISIT "THE WONDERFUL CITY OF ADVANTAGES"

SAN CARLOS HOTEL

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ABSOLUTELY
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CAPITAL AND SURPLUS \$1,000,000

enty-eight boys with their mounts, eighteen wranglers and Scoutmaster Cook were loaded here and the Miami delegation picked up at Miami. The train was handled through special service, returning as second 112 morning of October 6. The boys present a colorful spectacle with their shining mounts and gay cowboy outfits.

Firemen Pilkington, Howell, Schlingman and Gordon are having a merry-round with the night switcher. Understand Gordon finally drew the job.

Ever hear of a man moving away and forgetting to catch his chickens? We don't know if previous experience had anything to do with it, but he came in on 111 at 3:45 a. m. and by 5:00 a. m. he had them all caught and sacked and was ready to go back. And he had about two miles to go, too.

Conductor Ora Draper has a pocketful of passes and says he is going to Toronto and other points East. He has been furnished a pamphlet containing the Canadian liquor laws by the office force, and if he gets in trouble he will have to stay "in." He will be too far away for us to bail him out.

CAR DEPARTMENT KANSAS CITY, MISSOURI

H. F. SHIVERS, Reporter

Owing to being overcrowded with work last month the car department at Kansas City was not represented in the last issue. We will try not to let it happen again.

Cecil Thomas, first-class car carpenter, made a hurried drive to Bethany, Mo., last month, due to the serious illness of his father.

Next to a model "T" Ford owner we know of no one that has any more grief than Victor Pack in his experiences with his cigarette lighter. Repeated rubbing of the wheel and flint rarely result in a flame, which he attributes to the use of rubbing alcohol as lighter fluid.

Chas. J. Hines spent several days last month in the St. Louis hospital, having undergone an operation, and was able to resume his duties October 14.

Carl Sternisa accompanied his wife to Topeka, Kansas, last month for medical attention.

Joseph Milligan, first-class blacksmith, was confined to his home a few days recently on account of illness.

We understand our boss, M. J. McCaffrey, has quite a reputation around over the division as a dart ball player. He is also reputed to be somewhat of an authority on square dancing.

Elmer W. Oman, first-class car carpenter, who has been off duty for some time on account of injuries sustained in an automobile accident, has returned to work. The boys were all glad to have Elmer back.

Messrs. Miller and Kellar, traveling A. R. A. checkers, paid us an official visit last month and made a very thorough check of our records, and stated they found everything in good shape and the rules being very closely followed.

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ICE & COLD STORAGE CO.**
Manufacturers of Pure Distilled Water Ice
FRISCO ICEING STATION
HIGH-GRADE COAL

Chaffee Building & Loan Ass'n
Authorized Capital \$2,000,000.00
ORGANIZED 1909 BY FRISCO
EMPLOYEES
6% Dividends on Full Paid Stock

The entire force at the North yards extend their congratulations to Paul F. (Longfellow) Hendrics upon his recent appointment as traveling A. R. A. billing instructor.

NEWS OF PITTSBURG, KANSAS

ESTHER M. CHASE, Reporter

Clyde G. Kerley, son of Engineer Kerley and wife, has entered the University of Kansas.

H. F. Lacey, roundhouse foreman, has returned to work after a two weeks' vacation spent at home.

F. E. Murphy, claim agent, spent a day in Pittsburg on business.

Edward Craig, section foreman on M-6, returned to work after a two weeks' vacation.

H. W. Cooper and Walter Marsh, roadmasters, attended the safety-first meeting held in Fort Scott recently.

F. E. Heaton, general yardmaster, attended the fifth World Series game in St. Louis.

Engineer Harry Blakesly has returned to work after an absence of nearly three months on account of illness.

W. D. Walker, conductor, who has been ill for the past few weeks, is reported somewhat improved.

Engineer L. A. Spafford returned from Canada, where he has been for the past two weeks.

OFFICE OF MASTER MECHANIC KANSAS CITY, MO.

LEOTA FRIEND and MARY DAILEY,
Reporters

Whew! The world's series is over and we can at least breathe easy again. It is a very evident fact some folks had their lucky day. Walt Medlock is sporting a new Stetson hat, he also informs us he has a new suit and all that goes with it. Bill Edwards eats lunches every day at Welch's, which we understand he wouldn't have done if the Cardinals had won the series. Alvin Moline steps in with his usual good luck and takes the majority of the jack-pots. While we just donated cheerfully.

Sympathy is extended Mrs. W. B. Berry in the loss of her father, at San Antonio, Texas, on September 18.

Chas. A. Frizzell, machinist, returned October 15 from Los Angeles, where he was called on account of the serious illness of his mother, whom he reports as being much improved.

Misses Luelle Witter, Leota Friend, Mary Dailey and Frances Ladeski, of the superintendent's office, were among those employees accompanying the Sunnyland baseball team to Springfield, on September 28, where they played the Queen City Dairy Company's team, which resulted in a score of 15 for the Springfield team and 9 for our Sunnyland Athletics. While the Kansas City fans were far in the minority, we thought we were doing enough yelling to win any game, but according to Managers Finn and Hoke the game was lost due to non-support on the part of the Kansas City "Fan-nettes." A special Pullman was cut in on No. 104 that night for the accommodation of Frisco employees. And while on the subject of this trip, we wish to give another vote of thanks to Mr. Elwyn Warren, of the Springfield record room, for the very pleasant evening we enjoyed in the Queen City of the Ozarks.

Eugene Kew, son of C. R. Kew, machinist, is attending School of Mines at Rolla, Mo., this season.

Mrs. C. G. Leckenby, wife of engineer, passed away on October 11. Our heartfelt sympathy is extended to Mr. Leckenby and family.

A letter received in this office from Miss Dorothy Shipley, informs us that Sunny California is all that is to be desired.



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Miss Ila Cook, stenographer in division accountant's office, Chaffee, visited between trains Sunday, October 5, with writers. Miss Cook was enroute to Colorado Springs for a 90-day rest, which we trust will do her much good.

Machinist V. A. Dellinger was called to Bucklin, Kan., October 15, on account of the death of his grandfather.

Messrs. W. B. Berry, M. L. Crawford and E. B. Harriman, attended the traveling engineers convention at Chicago, September 23 to 26.

Bowling season is now starting in full swing and indications are it will be a successful one. Agnes Lynch, our "Champeen" bowler, has joined a Kansas league, and we're willing to bet our extra dimes that Agnes will make an enviable record.

The story goes that until recently Bill Edwards has been considered a first-rate bowler, but the other day Bill bought some high-powered bowling shoes and since that time he hasn't been doing so well.

Engineer D. J. Spencer was given a 60-day leave of absence September 24, leaving on an extensive fishing trip near Bennett Springs and other points in the Ozarks. We have not been able to find out just what luck he had, or whether any of the finny tribe are since to be found in those parts.

We were pleased to see a number of Ft. Scott employees at our last Sunnyland dance, September 29, and invite them to come again. Among those present were Mr. and Mrs. Ed Knox, Misses Margaret Hendrick, Teresa Bayless, Gladys Roth, Blanche Spicknell and Ruby Stephens.

Mr. M. L. Crawford, assistant master mechanic at Monett, was appointed master mechanic, Central division, on October 1, and while we regret to lose Mr. Crawford from the division, we congratulate him on the promotion and wish him much success. Mr. W. F. Brandt, who has been general foreman, north shop, succeeds Mr. Crawford.

A. J. Finn, division roadmaster, wife and two children attended the world's series baseball game at St. Louis, October 3, Mrs. Finn and children going on to Chaffee for a few days' visit with relatives and friends before returning home.

Sure, John Nachbar, night round-house foreman, has birthdays, and enjoys 'em. October 12 marked the date of his birth, and on the evening of the 11th, Mrs. Nachbar planned a very pleasant surprise in honor of the occasion, inviting a number of friends who gathered while Johnnie went to "bowl." It was a complete surprise, and, for once, Johnnie was speechless, but recovered sufficiently when presented with a beautiful combination pen and pencil to say that hereafter all his correspondence, reports, etc., would go in on time.

Mr. Berkley Bennesson, timekeeper in superintendent's office, was taken suddenly ill while at work, October 14. We sincerely hope he will have a speedy recovery.

Mrs. O. P. Spradling of Dallas, Texas, formerly of Kansas City, is the guest of Mrs. W. B. Berry and Mrs. J. P. Swartz, and is being honored with a number of social affairs.

Wayne Land, machinist, and wife have moved to the great outdoors—35th and Wood streets, Kansas City, Kan., and Wayne is anxiously awaiting spring for he plans a big garden, small chicken ranch, and, in fact, taking full advantage of suburban life.

TEXAS LINES

VP&GS OFFICE—FT. WORTH

MARY BESS SMITH, Reporter

Mrs. F. L. Perkins, wife of chief clerk to Vice-President and General Manager,

who is convalescing from an operation, is able to be up, and we are looking forward to seeing her again very soon.

Speaking of shut-ins, Corylyne Pledge of the traffic department has certainly had a time of it, but has now almost completely recovered from her serious attack of pleurisy and will be with us again in a few days. She's certainly been missed and we'll be mighty glad to have her back.

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Engineer C. C. Clark, senior passenger engineer on FW&RG, was in the office today and stated he had seen more water between Brownwood and Menard this week than ever before in history of the railroad—all of which is causing serious tie-up in traffic and business. Full extent of damage not estimated as yet.

Miss Alba Wemys-Smith, formerly secretary in our office and now connected with the Canadian Steamship Lines, Los Angeles, Calif., dropped in for a flying visit last week on her way to Tulsa and Kansas City. Brief, but thoroughly enjoyed, and we hope she'll come oftener and stay longer. Alba is certainly none the worse for her jaunt around the globe; in fact, she looked great.

TRAFFIC DEPARTMENT— FORT WORTH, TEXAS

CORYLYNE PLEDGE, Reporter

We are sorry to report the illness of our efficient reporter, Corylyne Pledge, who has been on the sick list for about two weeks now, and hope she will be back on the job again soon. Yours truly is pinching for Corylyne and this is my first experience, but here goes:

A large attendance is expected at our Frisco Employees' Club luncheon, to be held at the First Christian Church tomorrow. Haven't heard what the menu is going to be, but really would have no serious objections to roast turkey, cranberries, etc. It's getting about that time now. We are looking for a large number of guests, inasmuch as the safety meeting will be held on that day and these folks usually favor us with their presence. While it's a deep, dark secret, understand there will be some good entertainment, which will be included in the "cover charge."

We regret very much indeed to learn of the death of Mr. Charley Baltzell's mother.

Mr. E. H. Jordan, our assistant general agent, has been walking around with a broad grin, and the reason is none other than a new young A. G. A. out at his house. Yes, sir; it's a boy; arrived Tuesday, October 7, and we understand this new member of the house of Jordan has been named William Stephen. Our passenger competitors had better be looking to their laurels. How about the cigars, E. H. J.?

The fancy duck hunters of our domain are looking forward to the opening of the duck season. Lake Worth is usually the hunters' paradise in these parts, but there's always around twelve hunters to one poor little duck and, even at that, from our observation, the ducks seem to come through with flying colors at times. We wouldn't mention any names, however.

Mr. Howard Hamilton, our TF&PA in Dallas, was suddenly stricken with appendicitis last Monday and operated on at Baylor Hospital the same day. Understand he is doing as well as could be expected in such a short time, and we trust that his recovery will be rapid.

PARIS, TEXAS

N. B. PALMERTREE, Reporter

E. S. Olson, master mechanic, and wife, recently had as guests Mr. and Mrs. John Kastor, Sr., and Mr. and Mrs. John Kastor, Jr., of Fort Worth, Texas, and Mrs. Bert Sawyer of Fort Smith, Arkansas.

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Your dealer will gladly show you this "U. S." Blue Ribbon Boot. It's built right to the shape of your feet. You can wear it all day in the greatest of comfort. Rubber ribs over the instep prevent pressure. Snug and comfortable at the ankle to prevent chafing. In knee and hip lengths.



Mrs. George W. Allen departed for her home at Ballinger, Texas, after a lengthy visit with her daughter and son-in-law, Mr. and Mrs. T. R. Jackson.

Messrs. E. B. McGaha, yardmaster; L. B. Bell, boilermaker helper, and T. R. Jackson, chief clerk to master mechanic, have just returned from a hunting expedition out east of Paris several miles, and between the three of them they were able to bring back one squirrel. It was reported that not a single shot was fired at the squirrel and the gang has just figured it out that Mr. Bell, being the only country boy among them, must have run it down. Anyhow, Jackson ate the squirrel and told us how good it was.

Mrs. E. B. McGaha recently returned from a two weeks' visit with her mother and father, Mr. and Mrs. F. C. Hudson, of Wynnewood, Okla.

Mr. H. B. Messer is the new yard clerk vice Mr. Stice, transferred to Ardmore, Oklahoma.

Mrs. B. C. Derrick, wife of chief clerk at freight office, entertained the Baptist Missionary Society at her home on October 13. We are sure that an enjoyable time was had by all.

Mrs. Lela Finch and Miss Ann Finch entertained Mrs. Earl Thornton with a surprise birthday party at her home on Bonham street on October 15. A number of friends attended the party.

Paris has been entertained for the past three days by having the largest whale ever known to have been caught on exhibition. It is fifty-five feet long and weighs sixty-five tons. There is also a baby whale. It weighs three tons and is eighteen feet long. The agent said that he would like to catch one like this with his rod and reel.

S. T. Cantrell, superintendent of the Frisco Central Division, was in Paris the first part of this month, and we were glad to have him visit us.

E. E. Taylor, superintendent of the Santa Fe Northern division, was in Paris the first part of this month on a tour of inspection. We were glad to have him visit us.

We have been enjoying an increase in passenger business south of Paris on account of the excursions to the Texas State Fair at Dallas, Texas. The cotton business is doing nicely, and a cotton clerk has been added to the freight office forces to take care of this extra business.

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

James T. Bell, section stockman, and family visited the Cooke County Fair, held at Gainesville, Texas, during the first part of September.

Mrs. W. G. Hall, wife of master me-

chanic, has returned from a visit in Tulsa and Oklahoma City.

J. J. Fortner, section stockman, was on the sick list the latter part of September, but has returned to work now. Bert Baldwin, extra man, filled the vacancy.

W. C. Jinn, machinist, having reached the age limit, was retired on October 1.

Jack Glascock, son of Section Stockman E. E. Glascock, attended the State Fair, held at Dallas, Texas, October 11 to 26, inclusive.

James T. Bell and family spent their vacation in Temple, Texas, visiting Mrs. Bell's parents. They report a fine time.

Mr. and Mrs. W. G. Hall, master mechanic and wife, attended the convention in Chicago the latter part of September.

Ye scribe is back on the job, after being on the sick list the first two weeks of October. Am sure glad to get back.

SOUTHERN DIVISION

ROADMASTER'S OFFICE MAGNOLIA, ALA.

S. L. WILLIAMS, Reporter

Grover Hendrix, relief foreman on 92nd track division, was called to Springfield recently on account of illness of his mother.

W. E. Martin has moved his bridge gang from Pickensville, Ala., to Columbus, Miss., where he is repairing bridges.

W. C. Nanney, who has been relief foreman on the 92nd track division for the past several months, has now been assigned as regular foreman on Sec. R-9, Aliceville, Ala.

W. D. Gadd, foreman on extra gang 202, has moved his outfit from Demopolis, Ala., to Linden, Ala., and is putting in new crossing at Second avenue, Linden.

W. A. Digman moved his bridge gang from Barrineau Park, Fla., to Atmore, Ala., and is doing some repair work on bridges in that vicinity.

F. C. Hughett, division accountant, was seen passing through Magnolia few days ago on his way to Alabama river.

L. C. Long, lineman, has been making repairs to lines between Magnolia and Demopolis the past few days.

L. D. Gardner, foreman on extra gang 209, has moved his outfit from Cantonment, Fla., to Hybart, Ala., and

will be doing some work in that vicinity for the next few weeks.

N. T. Overby, roadmaster, 93rd track division, and Victor Grace, local watch inspector, are making "Watch Inspection" on 93rd track division, starting October 8.

Miss Ellen Busey, agent, Frisco City, Ala., visited friends at Monroeville Saturday, October 4. Understand she had a big time at "Candy Party" while there.

H. E. Gabriel, assistant superintendent, Columbus and Pensacola Subs, left Pensacola Thursday, October 2, to attend the American Legion convention in Boston. Understand Mr. Howard Humphreys, superintendent terminals, Pensacola, is looking after his duties during his absence.

Roscoe Calloway, section foreman, Hamilton, Miss., left Wednesday, October 1, to visit relatives in Missouri.

The writer spent Sunday, October 5, visiting friends in Memphis.

MAGNOLIA TERMINAL

T. MUNN, Reporter

Business on the new line increasing, coal movement from Birmingham coal fields to Pensacola for export, gasoline shipments out of Pensacola very heavy. Cotton and cotton seed movement making good headway since reduction in rate on cotton enabling us to compete with trucks, perishable shipments moving under refrigeration and ventilation increasing nicely, carload shipments for beyond Pensacola increasing. All of which points to the fact that we are coming into our own again.

At this writing our efficient assistant superintendent, Mr. H. E. Bariel, is up Boston way attending the American Legion and incidentally telling the boys about the garden spot of the world down in Dixie, and we will back him up. Superintendent terminals, Mr. H. Humphrey, is looking the boys over in his absence.

R. D. Bush installed as agent, Linden, after being away for past few weeks. E. G. Walker, relieving in his absence, back to cashier-telegrapher position. J. E. Brice, who relieved Mr. Walker, gone to hospital for an operation. We hope for a speedy recovery.

Extra Operator Robinette to Pensacola, relieving Operator Perkins two days recently. Operator Isbell, Boligee, relieved few days by extra Robinette while visiting home. Operator "Slim" Harris of Mansfield, Mo., visiting various points down on the new line during his vacation. Leave it to Slim, he will tell the boys where to spend their time off.

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JONESBORO TICKET OFFICE
JONESBORO, ARK.

W. A. SANDERS, Reporter

G. I. Jones, extra telegrapher, bumped Clyde Rogers, extra telegrapher, off 2nd trick, Jonesboro, and Rogers went to Lepanto, Ark., for the winter.

E. P. Littlejohn, extra telegrapher, worked a few days on 3rd trick, Jonesboro, in absence of W. A. Sanders.

T. E. Trusty, coach cleaner, who has been confined to the hospital at St. Louis for last two months is now back home and will resume work very shortly.

Faye Barbee, daughter of Conductor Geo. Barbee, was a Jonesboro visitor Sunday, October 5. She works in superintendent's office at Memphis.

Douglas Hays, clerk, agent office, Memphis, was visiting in Jonesboro recently.

L. J. Berjot, night yardmaster, laid off during early part of October sick with bad cold.

Clyde Terrell, traffic agent, the Chicago & Alton Railroad Company, headquarters, Memphis, Tenn., paid this office a business visit recently.

Work is being done to erect a rice mill at Jonesboro and plans are that this mill will be in operation by November 1 to take care of the fall rice crop. The site was chosen where the old Roberts Cotton Oil Mill building is and will be jointly served by the Frisco and Cotton Belt trackage.

Gravel business around this vicinity is holding up pretty good, also cotton seed and cotton is moving, keeping locals busy these days.

DIVISION ENGINEER'S OFFICE
MEMPHIS, TENN.

C. C. SICKLES, Reporter

Another year has rolled around and Memphis and the tri-states held one of the best all-round fairs that have ever been staged here. Many new amusement devices had been installed and the stock show was one of the best ever held here.

The entire force is very sorry to

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learn that it has been necessary for Miss Ila Cook to take a leave of absence and go to Colorado. All wish her a very speedy recovery. Ila formerly worked in this office and has many friends here.

Miss Grayce Blaylock, secretary to chief clerk Shannahan, reports a pleasant time attending the world's series at St. Louis.

Car distributor Claude Andereck and young son, Billy, investigated the Pensacola docks, beach and other interesting sights for a couple of days in October.

Mr. Scott informed the office force that the reason for his big grin recently was the arrival of a new nephew, named Allen Hugh Harrison. While Baby Allen hasn't gone in for much entertainment, many friends have visited him at his home in Amory.

Mr. and Mrs. W. H. Owens of Newburg visited several days with her sisters and brother in Memphis. While here they went to the fair and other places of interest.

George Hawkins, former rodman in this office, visited with us latter part of September. George is now highway contractor in Tennessee and Mississippi, at present stationed at Corinth.

In connection with a clean-up campaign of Frisco property, six hundred old car bodies are now being dismantled in the Harvard yards. The men are staying with their camping outfit while this work is going on.

Inspection party left Memphis September 22 to complete the inspection of all bridges between Amory and Birmingham. A very thorough inspection of all bridges on this division has been made this fall and bridge work is being rushed all possible.

While inspecting some work under contract to Reid and Lowe of Birmingham, R. L. Lathey, formerly of this office but now with the contracting firm, paid the office force a welcome visit.

The monthly roadmaster's meeting was held in Memphis on September 22. Many topics of interest were discussed and the meeting was a very good one.

Our messenger, W. B. Dallas, spent a few days in the St. Louis hospital during latter part of September undergoing treatment for sinus trouble.

Those of the force who witnessed the auto races the last day of the fair were prepared to do all honors to C. Blackwell until he made a line for the wire fencing. Curtis was not hurt and we are thankful. Next time he enters a race we hope he comes out with first honors.

Dispatcher C. W. Gentry spent his vacation in October attending the world's series and visiting relatives in Indiana.

PENSACOLA, FLORIDA

GERTRUDE BAZZELL, Reporter

Mr. and Mrs. S. S. Butler spent the 13th and 14th of October with us.

Visitors during the past month were Messrs. B. H. Stanage, M. G. Roberts, J. B. Morrow, and H. W. Press of St. Louis. Mr. Press was accompanied by his wife and daughter.

H. E. Gabriel while on vacation attended the convention of the American Legion in Boston, Mass.

Mr. and Mrs. L. L. Bangert and family recently moved from E. Blount street to a newly constructed house on E. Lee.

BIRMINGHAM TERMINAL

NELLIE McGOWEN, Reporter

J. C. Frazier, switchman, was called to Goldsboro, N. C., recently account of the illness of his sister.

W. C. Bailey, yard clerk, is the



Step into
these for
Safety and
Comfort!



Railroad men appreciate the sure footedness of the Firestone Titan rubbers, for the non-skid sole spells safety to them . . . it grips and prevents slipping . . . when you put your foot down, it stays put!

The Titan is made in semi-storm (illustrated) or two-buckle styles . . . of tough, wear-proof rubber compound, garnet lined, with extra heavy white soles.

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**Firestone
Footwear**
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proud father of a baby boy, born October 3.

Forrest Scott, clerk, has returned from a short visit to St. Louis.

Mrs. M. H. Ford, wife of chief yard clerk, is visiting her mother in Montgomery, Ala.

Mrs. C. E. Woodall, wife of switchman, and little daughter are visiting in Memphis.

C. J. Thompson, assistant to superintendent terminals, accompanied by Mrs. Thompson, attended the semi-annual meeting of the Associated Traffic Clubs of America, which was held in Atlanta, Ga., October 8 and 9.

Our sympathy is extended to engineers H. M. Snell and H. R. Snell in the death of their wife and mother who passed away on October 8.

Mrs. T. R. Monk, wife of switchman, is in Anniston, Ala., where she was called account illness of her father.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

Mrs. J. L. Skaggs and son, Jimmy, have returned from a visit with relatives in California. Mr. Skaggs is assistant rate clerk in this office.

Miss Allie Mae Speight entertained with a bridge-tea Saturday afternoon, October 11, honoring Miss Mary Ann, of Chaffee, who was married October

25, to Dr. W. S. Roberts of Tulsa, Okla. Miss Speight was one of the bride's maids.

Mrs. Ford Miller is recovering nicely from a serious operation recently. Mr. Miller is city freight and passenger agent.

Matt Connelley, city freight and passenger solicitor, has been away from the office a few days account illness.

The Traffic Club of Memphis have resumed their weekly luncheons after a summer vacation. At their first luncheon they entertained the ladies, giving quite a number of attendance prizes. The writer was fortunate in drawing \$2.50 in gold.

R. E. Buchanan, traffic manager, attended one of the world series games in St. Louis.

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RESOURCES
\$20,000,000.00

MEMPHIS TERMINALS

MARGARET STEWART, Reporter

Mr. and Mrs. J. B. Russell and son, J. B. Jr., are spending several weeks with Mrs. Russell's father and mother, Mr. and Mrs. J. W. Yelverton, at Laurel, Miss.; from Laurel Mr. and Mrs. Russell will go to Mobile for a short visit before returning home.

M. K. Pace, terminal trainmaster, was in the St. Louis hospital for a

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UNITED STATES DEPOSITORY

couple of days the latter part of September.

J. G. Quiett, secretary to master mechanic, spent Sunday, September 28, in Springfield.

Roy Meadows, yard clerk, was off duty September 30 account illness.

At this writing Mrs. T. W. Scruggs, wife of chief clerk to general car foreman, is very ill, having recently undergone two serious operations. We trust that she may soon regain her health and strength.

Howard Kasley, train crew caller, visited in Tyrone, Ark., September 29, 30 and October 1.

Miss Gladys Anne Irwin, stenographer in master mechanic's office, motored to Tennessee Ridge, October 4, to visit her mother.

Miss Margaret Stewart, stenographer-clerk in office of superintendent terminals, spent October 5 in Wilson, Ark.

A. A. Loeffel, timekeeper, motored to St. Louis October 5 to witness the world's series game on October 6.

Another baseball fan, C. E. White, yard clerk at K. C. Junction, took in the world's series at St. Louis, October 4-7.

Albert Gunn, chief clerk to car foreman, resigned, effective October 15 to take a position with the government. We all regret to see Mr. Gunn leave the Frisco, but wish him success in his new work.

E. M. Hansen, former distribution clerk, is taking Mr. Gunn's place.

Thanksgiving is just around the corner and we trust that everyone will have a pleasant holiday, and that turkeys will be plentiful.

GILMORE, ARKANSAS

O. J. GULICK, Reporter

Extra gang 209, under Foreman L. D. Gardner, is now located at Cantonment, Fla., where he is surfacing track where the 90-pound relay rail has just been put in.

Relief Foreman Grover Hendrix worked a few days last month on section R-20 at Magnolia, Ala., in the absence of Foreman Ben Rogers.

The consolidation of the telegraph and ticket offices at Monett, Mo., has caused considerable bumping at that place by the displacement of ticket clerks Earl Aulgur and Joe Schockley. Mr. Aulgur went to Aurora as cashier. Mr. Schockley bumped Mr. Edwards as warehouseman at Monett. Mr. Edwards having bumped Louis Maritan as second trick train checker at Monett east yards.

Section Foreman W. D. Gadd at Demopolis, Ala., has been assigned as foreman of extra gang 202 which is now located at Linden, Ala., and is now surfacing and dressing track between Linden and Magnolia.

The steel gang on the Eastern division is progressing nicely in laying the new 110-pound steel near St. Louis.

The writer is now keeping time on extra gang 207, located at Gilmore, Ark., account of his having been displaced as roadmaster's clerk on the 92nd and 93rd track division by Steve Williams of Memphis, formerly assistant timekeeper in the Memphis office.

October 17 found the section foremen lined up to meet the system watch inspectors as this happened to be regular watch inspection day.

Brakeman Tom Rose is now work-

ing on the local freight between Ft. Smith, Ark., and Rogers, Ark., with lay over at Ft. Smith.

Work has now been completed on the bridge across James river 10 miles south of Springfield, Mo.

Line gang is now located at Cedar Gap, Mo., where they are engaged in putting in new telegraph poles and new lines.

LOCAL AGENT'S OFFICE

ALICEVILLE, ALA.

L. S. BROPHY, Reporter

Conductor H. R. Milburn, who bid in the Aliceville-Magnolia local, has moved to Aliceville. Glad to have him with us.

Business is getting better. We are mighty glad to see it. Our business to and from the AT&N is picking up.

Jim McPhetridge, claim agent, Demopolis, was in Aliceville recently rounding up witnesses for court.

Clerk W. W. Moore journeyed to Memphis and witnessed one game of the Dixie series between Fort Worth and Memphis.

Jim Bell, recently of Aliceville, has been assigned as section foreman, Thorn Hill, and has taken charge of the job and moved his family there.

Conductor Beebe has just returned to through freight service after being off some 30 days. Mr. Beebe reports spending his time with his daughter at Kansas City.

Glad to see Engineer Kirschgraber back at work after quite a lay off due to rheumatism.

DORA NEWS

L. S. SHIPLETT, Reporter

Former first trick operator F. M. Scott bid in night clerk's job at Amory and has moved to Amory, making that his home now. We all hated to see Rope go.

A. S. Thomas, second trick operator, bid in first trick, Dora.

The new one hundred thousand dollar tippie at Hull mines is now completed and they are running that good coal now from the new tippie. Started on 125-car bunker order and all moving over the Frisco to Pensacola, Fla.

The coal business is picking up now, Dilworth having worked six days last week, Summit five days, Empire and Sipsey four days each. That good coal just naturally sells.

Ole Luther Nerren, cashier, has a brand-new, red-headed, 10½-pound boy at his house. Mother and baby doing fine, thank you.

The Dora high school is installing new heating system, costing \$5,000, which will burn that good Dora coal.

Superintendent S. J. Frazier spent a day with us last week looking over the new tippie at Hull mines. Says it's a hundering.

The reporter's wife entertained the Baptist young matrons' class at her home October 2. Sixteen were present. Contests and games were enjoyed by all. A salad course and ice tea was served.

BIRMINGHAM GENERAL OFFICE

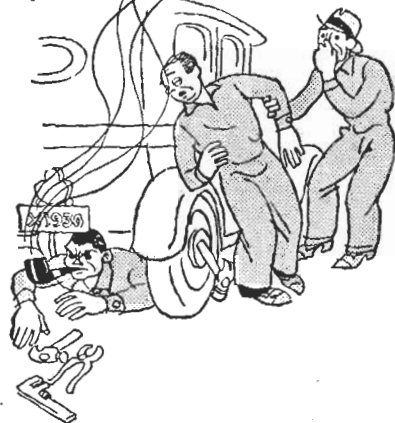
LAUNA M. CHEW, Reporter

Mr. and Mrs. J. E. Springer report one of the most enjoyable trips ever taken, visiting their son in Houston, Texas, thence San Antonio and points in Mexico, returning via steamer from Vera Cruz to New Orleans, La., on vacation.

Sam McDonough, son of Traffic Manager D. F. McDonough, has returned to University of Alabama, Tuscaloosa, Ala., to continue his studies.

J. K. Oliver, division freight and pas-

Nobody ever walked out on Sir Walter



SIR WALTER RALEIGH has restored the good repute of many a pipe. Give that unpopular briar of yours a thorough cleaning. Fill it with Sir Walter's smoking mixture. Before you've finished the first can, you'll find yourself with a *reformed* pipe—a pipe that will get admiring glances from your friends. Sir Walter is a distinctive blend of fine Burley, skillfully mellowed to a mildness and fragrance that are hard to equal, no matter what price you pay.



How to Take Care of Your Pipe
(Hint No. 9) Don't clean an over-ripe pipe with chemicals, or boil it in soap and water. Hold the bowl over the mouth of a boiling kettle of water and let the steam pass through it. Dry thoroughly with pipe cleaners. Send for our free booklet, "How to Take Care of Your Pipe." Brown & Williamson Tobacco Corporation, Louisville, Kentucky, Dept. 119. (In Canada, 3810 St. Antoine St., Montreal.)

Discovered How
Good a Pipe Can Be

IT'S 15¢—and milder

Out of the night comes dawn,
Out of sympathy comes service.

Mrs. C. L. Forster, Funeral Home

No. 918-920 Brooklyn Ave.

KANSAS CITY, MO.

GRand 0336

senger agent, spent a week visiting his parents in Nebraska.

Harry J. Brown and mother spent two weeks vacationing in Washington, D. C.

Floyd Oxley, rate clerk, reports a grand time visiting his father in Kentucky.

The writer had a delightful two weeks' vacation on the farm with her brother, in Demopolis, Ala.

Another one of those "grand and glorious" evenings, spent with the Frisco Employees' Club dancing at Cascade Plunge. Before the evening was over, one heard on every side the question: "When are you going to have another dance?"

D. F. McDonough, traffic manager, attended the meeting of the Associated Traffic Clubs in Atlanta, Ga., recently.

Mr. and Mrs. J. E. Springer also attended the Associated Traffic Clubs convention.

B&B AND WATER SERVICE DEPT.

BILLYE BENNETT, Reporter

If optimistic expectancy counts for anything, then things are going to be humming down here pretty soon. We recently received authority for two new bridge gangs, which, it is expected, will be put on in the near future. Day by day, B&B department, Southern division, is getting bigger and bigger.

R. L. Redding, one of our inspectors, was with us in the office on special work, September 29 to October 8. Got real used to him, and we miss his cheery way since he has gone.

H. N. Parmer, carpenter, in W. A. Digman's gang, is taking a fifteen-day vacation. We don't know his whereabouts but hope he is enjoying himself.

Mrs. M. D. Hawkins, wife of one of Mr. Gaines' men, was in Memphis during first part of October, taking treatment.

J. E. Shipman, B&B foreman at Memphis, came in with a badly bruised face a few days ago. Happened when the automobile in which he was riding ran into a telephone pole, and Mr. Shipman says, believe it or not, it was all due to something wrong with the steering wheel.

Claude L. Gregory, carpenter in E. P.

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ONE BLOCK FROM DEPOT

E. G. GRAMLING, Owner and Proprietor

European Plan

CAPE GIRARDEAU, MISSOURI

Marthaler's gang, is laying off due to illness. He has our best wishes for better health.

J. F. Sellers and family spent the week-end of October 4 and 5 with his mother at Uriah, Ala., celebrating his birthday. Mr. Sellers is a carpenter in J. E. Jackson's gang.

Mrs. W. A. Digman spent the week of October 13 visiting friends in Fountain, Ala.

Mrs. N. M. Rial, wife of one of Mr. Jackson's men, was called to Athens, Texas, on September 21, due to the illness of her sister.

The men in Mr. Jackson's gang have asked us to relay congratulations to Mr. and Mrs. Erskine of Frisco City, who are the proud parents of a new baby boy. Mr. Erskine is brakeman on the local on Pensacola Sub.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

Miss Elma Wright, comptometer operator, together with a party of Epworth Leaguers of Memphis, drove to Jackson, Tenn., evening of September 18, to attend an Epworth League banquet.

Quite a few attended the Tri-State Fair, held in Memphis, latter part of September.

Mrs. H. J. Flanagan, wife of OS&D clerk, enjoyed a week's motor trip with friends to Little Rock, Hot Springs and Fort Smith, Ark., September 28 to October 4.

F. L. Aiken was assigned position as cashier at West Memphis, Ark., on October 1. W. O. Farris taking his place as accounting clerk, but as yet no one has been assigned position left by Oliver as assistant disposition clerk. We wish for Aiken the best of luck in his new work, and "Jake" stop by and say "hello" some time, as we miss you lots.

Mr. and Mrs. J. L. Edwards are being congratulated on the arrival of Margie Lee, October 2. Lee is cashier's clerk in this office.

B. S. Linville, night chief clerk, and wife spent October 4 and 5 in St. Louis with relatives, enjoying the world's series.

J. A. Ladd, uncollected clerk, also went to St. Louis for the series, seeing Sunday's game, October 5.

Miss Mary Margaret Corkery, daughter of our chief clerk, underwent an emergency operation for appendicitis October 5. Am glad to report that she is now home and recovering nicely.

H. C. Fryar, cashier's clerk, was off October 6, 7 and 8, account having to go to the St. Louis hospital for a thorough examination.

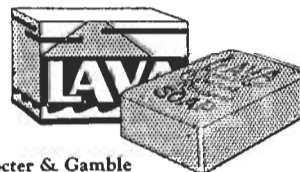
T. E. Hanson, formerly employed in this office, but now on the pension roll, and who has been quite ill for some time was moved to the Baptist hospital October 13 for a minor operation, and is still very sick. We are all very much interested in Mr. Hanson and wish for him a speedy recovery.

About the only amusement we have now, since the baseball season is over, is to walk over to the river bank at noon each day and watch the scenic drive being constructed along the water front, from the northern part to



Did you say
you've tried every
soap, and still can't
get those hands
clean? You mean
"except LAVA SOAP."
Because Lava, with
its rich, pumice-filled
lather, does get
hands clean, no
matter how dirty
they are.

George, the Lava Soap Man



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the Harahan bridge, which is a part of the city's beautifying campaign.

SUPERINTENDENT'S OFFICE MEMPHIS, TENN.

BERTHA HARRIS, Reporter

W. B. Dallas, messenger, recently spent several days in St. Louis hospital.

Chas. W. Gentry, dispatcher, spent the past two weeks visiting friends and relatives in Indianapolis, Ind. He also stopped over in St. Louis to root for the "Cards." Better luck next time, Charley.

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The Railroads of the World Now Recognize the Booster

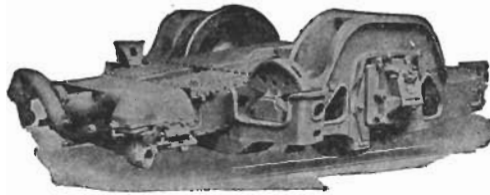
Over 4,000 Locomotives in Every Branch of Service Use the Locomotive Booster

BY W. G. GREENE

TEN years ago a device that was destined to revolutionize locomotive performance first saw the light of day. This equipment, now known as The Locomotive Booster, has become an integral part of the locomotive and has now reached the point where designers consider it an essential part of modern power. As a result, its use has spread until today there are over 4,000 Locomotive Boosters in service on over 70 American railroads. In fact, 73% of the locomotives built in 1929 for the United States Railroads, exclusive of Mallet and plant engines, were Booster-equipped.

Twenty or more years ago the economy of heavier train loads became apparent and there was very active building of new locomotives to effect these economies, but in most respects the new locomotives differed but little from the power then existing and progress was in the direction of increasing weights and the number of drivers. As boilers grew larger, fireboxes and grate areas were, of course, increased, and finally the weight on the rear drivers grew so large and space became so restricted that a trailing truck was necessary to carry the load.

But aside from being simply bigger and heavier, the new locomotives were not much more efficient in their use of coal or more effective per pound of weight. Moreover, the increased weight of locomotives demanded a revision of the track struc-



ture that cost many millions of dollars. Bridges had to be strengthened, heavier track laid and better road bed maintained.

Improvement in hauling capacity by increasing bulk and weight came to a halt several years ago, as the limit of existing railroad facilities prevented further expansion in this direction. About this time there arose a new idea in railroad operation, brought about largely by a change in the buying practices of the country. Shippers were no longer contented to wait many weeks for deliveries, so that the operation of heavy drag freights which moved slowly over the road failed to meet requirements. The element of speed was introduced, but speed calls for steam, and to make steam faster requires either a larger boiler or a more efficient use of steam that is generated. Thoughts concerning the locomotive were necessarily turned towards producing greater power output per pound of drivers and per pound of locomotive weight.

While the original idea behind The Locomotive Booster was to supply additional power to start heavier trains, which could then be handled at speed without exceeding the locomotive's

boiler capacity, conditions have since changed. To secure higher power at speeds, locomotives of large boiler capacity have been built. To make the higher horse power at speed productive required an increase in starting power which could not be had in the usual way by reason of weight restrictions. This brought the incorporation of The Locomotive Booster as an integral part of the locomotive to supply power in starting and at slow speeds.

The Locomotive Booster has become more than simply a starter. Its principal contribution to railroad economics is the speeding up of train movement all along the line by supplying temporary power to meet the operating emergencies of the road. How well The Locomotive Booster has come to be regarded as essential to any locomotive is demonstrated by its use on the largest locomotives now in service. No locomotive is so big today that it doesn't need the Booster if it is to operate most effectively. This is because it is no longer enough to be big. Every pound of locomotive weight must work—must haul its share of the load. This calls for The Locomotive Booster to put idle weight to work.

Marked improvements have been made in The Locomotive Booster since its early days. Superheater economies have been so thoroughly established that the engineers in their tireless endeavors to improve The Locomotive Booster sought a way to operate

it on superheat steam. They were successful and today The Locomotive Booster has all the economies and advantages that make the use of superheat so universal on the main engine. Condensation is less and since Booster steam is taken directly from the dry pipe, the opening of the main engine throttle also controls the amount of steam admitted to the Booster. This helps synchronize the action of main engine and Booster and reduces slipping.

The Limited Cut-off which is being employed on so many modern locomotives has also been applied to The Locomotive Booster.

As in the case of the main locomotive the purpose of the Limited Cut-off is to compel the expansive use of steam at all times and thus reduce steam consumption. The inclusion of the Limited Cut-off in The Locomotive Booster reduces steam consumption very substantially without any particular sacrifice in the tractive effort developed. It also reduces back pressure and improves the rotative effort curve. Besides saving fuel, the Limited Cut-off makes practical the application of the Booster on locomotives with small boilers where low steaming capacity was heretofore an obstacle. Thus again, the scope of the Booster has been extended.

The success which followed the introduction of the trailer application of The Locomotive Booster naturally aroused a desire to extend the benefits of the Booster to locomotives without trailing wheels.

This was not easy, for the conventional tender truck did not offer suitable means of supporting the Booster engine. Moreover mounting the Booster between the axles would have involved the sacrifice of too many constructional advantages. This led to mounting the standard Booster on the rear axle of a specially designed tender truck, supporting the Booster on a truck frame similar to the trailer frame. The same Booster can then be used by both trailer and tender applications. By a unique arrangement of equalizers the bulk of the weight on the tender truck is shifted to the rear axle thru which the Booster drives. The two pairs of tender truck

wheels are connected by side rods as further protection against slipping. From the four wheel tender truck to a six wheel truck was an easy step and today The Locomotive Booster can be applied to any type of locomotive.

The Booster principle is universal in its application to motive power of every type. But to make this application practicable involved a Booster that would operate in both directions. After prolonged engineering research and development the Reversible Locomotive Booster has become an accomplished fact.

The Reversible Booster in no way disturbs the fundamental Booster design which has been thoroughly proven by service on 4,000 locomotives. The clutch cylinder has been made to operate in both directions instead of one. A fourth gear has been introduced in the gear train which serves to reverse the direction of rotation of the trailer axle while the Booster itself always revolves in the same direction. For switching, hump and similar service where added power is required for use in either direction The Reversible Locomotive Booster is of the greatest value.

In certain conditions of hump and helper service a single Booster produced such economies that the use of two Boosters on one locomotive was seen to be profitable. The problem of co-ordinating two Boosters with the main engine has been worked out without unduly complicating the control mechanism. Either or both Boosters can be idled. A single control, actuated by the engineman enables him to use either or both Boosters in either direction yet the control mechanism is so interlocked that the Boosters cannot operate opposite to the direction of motion of the main engine. The same sequential control is employed as is now in general use.

To Booster-equipped locomotives is entrusted the job of speeding up the movement of freight of every description. From perishables, hauled across country without damage and on scheduled time for proper icing, to the moving of commodities such as coal, the Booster supplies the extra power that helps to make higher

speed transportation possible.

Wherever the Booster-equipped locomotive is used, on fast runs or for heavy drags, it starts trains smoothly, accelerates to road speeds rapidly and aids in retaining speeds on grades.

But it is not only in fast freight service that The Locomotive Booster has proved its usefulness. The effect of equipping any locomotive with the Booster is the same as providing an added pair of drivers. The power thus made available is never excess power. It is extra power that can be cut in or out as demands rise and fall. Therefore on locomotives in switching and hump yard service The Locomotive Booster is proving of great value. One road uses two Reversible Boosters on the tender of a Mallet engine to give it the necessary power to handle the longer trains now brought in by modern road engines. Yard engines are called upon today to handle much heavier trains than formerly. Booster power enables them to switch these heavy trains with a fewer number of cuts, thus speeding up terminal work. Through every branch of freight service, down to the small yard engine, The Locomotive Booster speeds up operation and reduces ton mile costs. From the country's finest trains to branch line freights, Booster equipped locomotives have won their place.

On most of the country's fastest passenger trains where today comfort and "on-time" travel is so essential, The Locomotive Booster contributes the extra power that assures smooth starting. How thoroughly the advantages of The Locomotive Booster are being recognized is well illustrated by their continued application to new and old power everywhere.

Not only on the Frisco Lines, but in cold, mountainous Alaska; from the Atlantic to the Pacific in Canada; over the Rockies, through the Mississippi Valley to the eastern seaboard of the U. S. A. and in the warm climate and hills and valleys of Mexico, most of the well known railroads use the Booster. So widespread is becoming its use that one finds the economies of this device recognized in Australia, South Africa, South America and England.

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Faye Barbee if off at the present time, having made a trip to Kentucky by automobile with her father and mother, Mr. and Mrs. George Barbee of Jonesboro, Ark. Mr. Barbee is a conductor on the Memphis sub-division.

Grayce Blaylock attended the world's series game at St. Louis, had such a good time while there we thought we were going to be short a stenographer.

Claude J. Andereck, trainmaster's clerk, made a recent business visit to Pensacola, Fla.

Curtis Blackwell, our file clerk, who was entered in the automobile races at Memphis Tri-State Fair, while attempting to pass two cars to take the lead on last lap of the race, had the misfortune to go through the fence, which ended the race for him. Fortunately he was unhurt.

**AGENT'S OFFICE
WILLIFORD, ARK.**

L. W. JOHNSON, Reporter

Jas. E. Good, pensioned section foreman, is here on an extended visit supervising repairing and improvement of his residence. Mr. Good served his time and went out on pension May 1, 1927, having been section foreman at Williford since 1900. His activity and management has served as an inspiration and influence to the community during the many years he resided here.

Edward Wilkinson, son of agent, Bono, was a recent visitor here.

Dan Madden, pumper, is laying off few days account sickness; is being relieved by Carlisle Lark, of Thayer.

Jimmy Sanderson, agent, drove to Mammoth Spring recently and as it was raining Jimmy had some tough luck coming back after dark, pouring down rain, and just a suitable time for trouble, which he had a plenty, running over a rock, having a blow-out, with no extra tire, no pump nor patching. He claims he was there trying to flag passing cars for almost two hours. No doubt the folks thought him a hold-up guy, and we suggest that he take time to take along extras and repair tools in the future.

J. Milam, of the Hardy Herald, gave us a good writeup last week, covering the taxes paid this county, the bus and truck situation, etc. We certainly appreciate Mr. Milam's stand in this matter.

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**FRISCO FREIGHT HOUSE
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A. C. HANSON, Reporter

F. M. Packard, chief clerk, has advanced a new theory to reduce his grocery bill each month. Although the result has not been entirely declared, he has less teeth to his credit to keep clean. We trust that his aches have been dispensed with entirely.

L. H. Freeze, claim clerk, spent his longed-for vacation in the tropics, visiting in Havana, Cuba. He reports a wonderful trip.

R. A. Allen, night clerk, has been forced to take a long needed rest. To regain his health, he has advice from his physician to remain quiet and not associate with work in any form for several weeks. We trust that this will return to him his health.

L. G. Antwine, SWIB inspector, was called to the cooler climate for a short visit in Indiana, his old home state. He reports that rain fell each day there and that he is again proud of Birmingham as a good place to live, and the Frisco as the best road to work for. We welcome Mr. Antwine back with us at the freight office in Birmingham, Ala.

L. T. Hatcher, belt clerk, made a speedy visit to his home and relatives in Tennessee during the week-end just past. He makes no mention of the frost on the pumpkin nor the fodder in the shock, but the fried chicken at home still tastes natural and brings the weary home.

Photo Grady, check clerk, has been visiting his brother in Athens, Ala., during the last week-end. He reports a wonderful trip and likes the northern part of the state very much.

Woodrow Pfeiffer messenger, was so unfortunate as to allow his bicycle to toss him on his arm and sprain it seriously. He seems to be much improved and is again on the job.

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Birmingham Slag Co.

Slag Headquarters for the South
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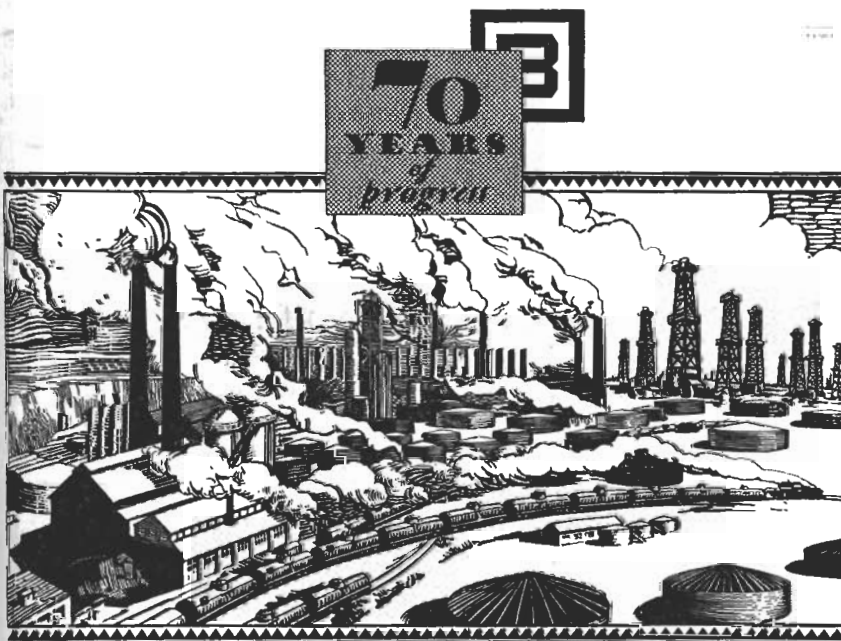
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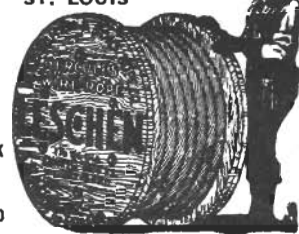
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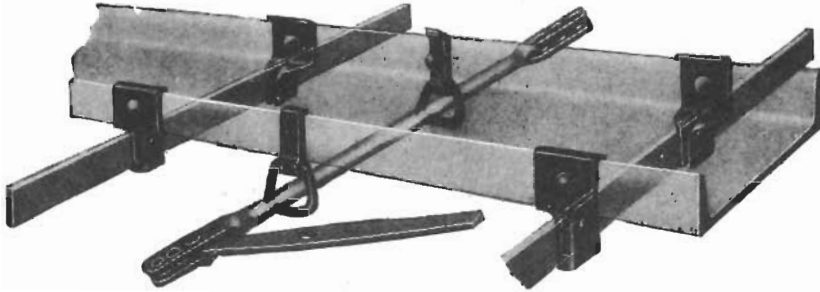
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