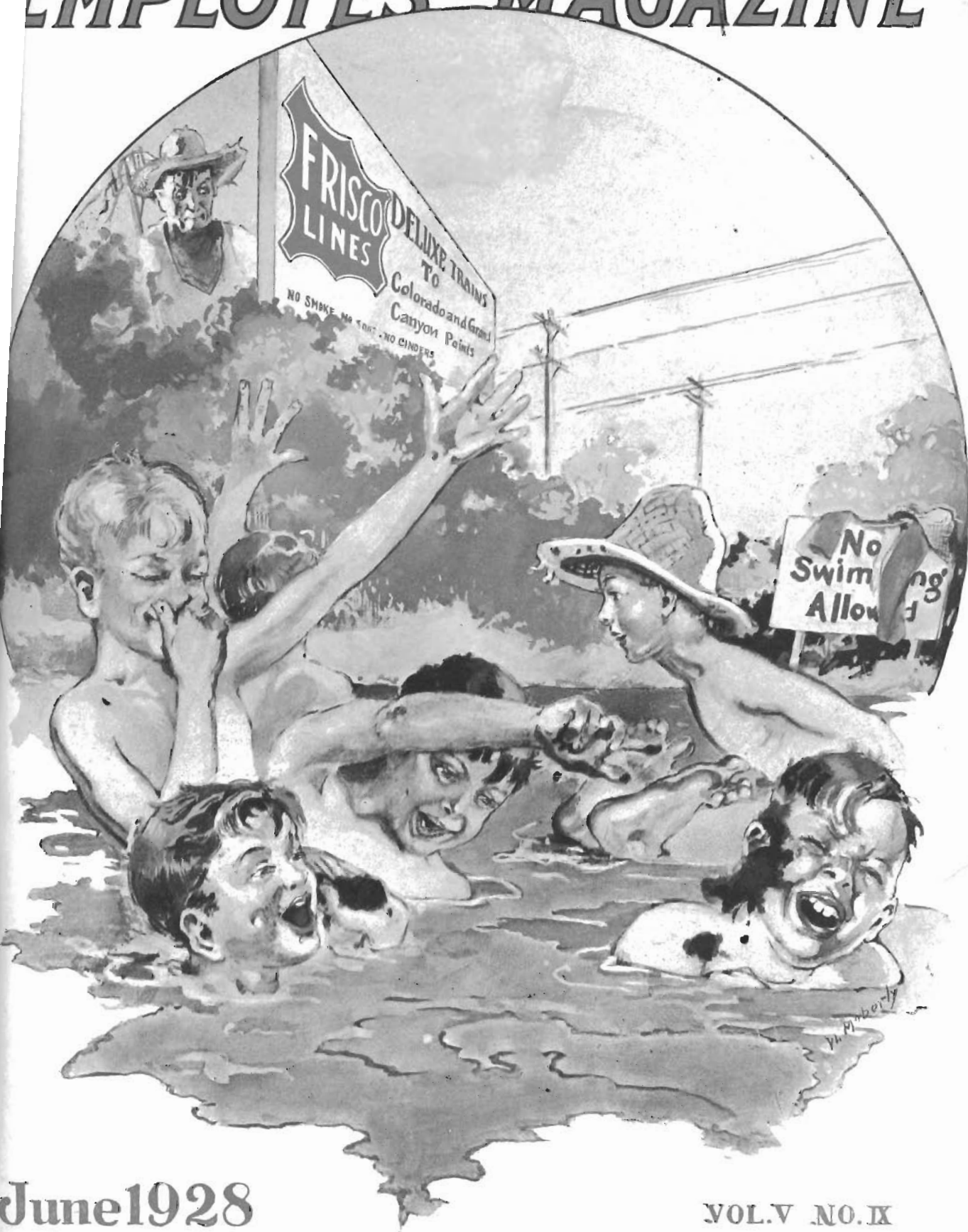


THE FRISCO EMPLOYEES' MAGAZINE

INDUSTRIAL SECTION

JUNE 1928



June 1928

VOL. V NO. IX

Motor Barrel
60 Hours
6 Positions



Where Time Must Never Fail—

IT has been truly said that “nowhere is time used with more exactitude than on America's railroads.” And this condition of affairs—brought about by the Nation's transportation needs—is responsible for the production of such high-grade watches as the Illinois—built especially for railroad use.

The makers of Illinois watches are not content merely to meet railroad time inspection standards, but are ever building for greater accuracy and greater dependability.

Ask your jeweler to show you the Bunn Special, a 21 jewel watch of rare value, or the Sangamo Special, a 23 jewel watch, the finest that we build; both adjusted to six positions and ready for sixty hours running without rewinding.

ILLINOIS WATCHES
SPRINGFIELD, ILLINOIS



Illinois Watch

“High Grade — Exclusively”

PENSACOLA



The Garden Spot of America ~ ~ ~ Where the FRISCO meets the Gulf



Transportation

Pensacola is situated on Pensacola Bay and has the best facilities of any harbor on the Gulf. The main line of the Frisco now enters Pensacola, to take care of passenger and freight service. Here you have an excellent harbor for shipments via water . . . and the Frisco for inland transportation.

Trade Territory

The opening of the new Frisco Line has created a greater outlet for the products of this region. In terms of modern development, Pensacola and the surrounding territory is practically in its infancy . . . affording virgin territory for many lines of business . . . offering excellent resources and new fields for industry.



OPPORTUNITY awaits you here, where Nature has endowed this *Wonderful City of Advantages* with everything in her power to bestow. Sun-kissed skies weld their welcome on the bosom of Pensacola Bay, which can easily offer harborage to the entire commercial fleet of the world.

Pensacola is the biggest red snapper fishing port on the Gulf Coast, and ships more of these red beauties to the interior cities than all other Gulf Ports combined.

Many advantages are offered to prospectors far-sighted enough to visualize the undeveloped areas of cut-over lands that are within close proximity to this city.

FOR FULL PARTICULARS WRITE TO

J. H. BAYLISS, Mayor.

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

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

CITY OF PENSACOLA

"The Wonderful City of Advantages"

EMPLOYEE CO-OPERATION

An open letter to the employees of the Frisco System:

The employees of the great Frisco System and the American Steel & Wire Company stand together to serve the public, each one in his own way doing what he can to help the other.

During the last twenty-five years the railroads of this country have made wonderful progress and the FRISCO SYSTEM stands out as one of the leaders in giving the public improved service. In this great work the employees of the American Steel & Wire Company have in a small way, helped the employees of the Frisco System by supplying them with many kinds of wire and steel products, such as steel fence posts and woven wire fencing to keep live stock and trespassers off the right-of-way so trains could be moved quickly. Their rail bonds and signal wires have also helped.

Many improvements have been made in the manufacture of steel and wire and to-day the American Steel & Wire Company stands out as one of the leaders furnishing quality products. From our vast ore fields we select just the right kind of iron ore for each kind of wire and all through our steel mills and wire mills our employees stand ready to help the employees of another great system—The Frisco, in serving the public.

Railroad executives know that it pays to buy quality and the men who use the material purchased for them, know that they can do better work and give better service in their section if they have good material to work with. Everyone is satisfied when quality merchandise is used.

Here are a few of the American Steel & Wire Company's products used by the railroads:

AMERICAN WOVEN WIRE FENCE—American railroad right-of-way fencing is strong and durable. It is easy to stretch and will give many years of care-free service. Good fencing keeps live stock and trespassers off the road and easily saves its cost in preventing damage claims. American Fence is guaranteed to please.

BANNER STEEL FENCE POSTS—R. R. Rail Design. These posts are preferred by railroad men as they are strong and durable and so easy to haul and handle. A bundle of five can be handled as easily by one man as an ordinary wooden post. Banner Post can be easily driven in any kind of soil—no laborious digging of post holes, setting and tamping. New loop clamps hold fence wires or barbed wires securely and are as easily fastened to Banner Posts as driving a staple.

STEEL GATES—Railroad style. Steel gates are furnished in all standard sizes and offer a convenience, as well as protection, for the right-of-way. They can be easily chained and locked shut when so desired.

American Rail Bonds, Signal Wire, Telegraph Wire, Barbed Wire, Spikes, Nails, Staples, Tie Dating Nails, Wire Rope, Wire Strand and all kinds of Electrical Wires are some of products which we furnish in large quantities to the great railroad systems like the Frisco to help them give better and more economical service to the public.

In the next issue of this magazine we will tell you how woven wire fencing is made and how to get the best service out of it. Watch for the next issue.

American Steel & Wire Company

SALES OFFICES:

CHICAGO, 208 So. La Salle St.
ST. LOUIS, 506 Olive St.
KANSAS CITY, MO., 417 Grand Ave.

DALLAS, Praetorian Bldg.
DENVER, First National Bank Bldg.
LOS ANGELES, 2087 E. Slausson Ave.
SAN FRANCISCO, Russ Bldg.

THE FRISCO EMPLOYES' MAGAZINE

ROOM 743 FRISCO BUILDING :: ST. LOUIS

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Vol. V

JUNE, 1928

No. 9

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THE FRISCO EMPLOYES' MAGAZINE

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

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

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

MEMBER



The KELLOGG GROUP

FRISCO'S YALE TERMINALS OPEN MAY 27

Memphis, Tenn., May 27:—

THE new south welcomed its most modern railroad terminal here today, with opening this morning of the Frisco Lines' new \$1,750,000 facilities at Yale, Tenn. The present terminal will care for the work formerly divided between the three small Frisco yards at Yale, Harvard, Ark., and Memphis, and the latter two yards were permanently closed today.

The new operating plant of the Frisco has been under construction since February, 1927, when the first grading began. Completed, it comprises 175 acres in a strip 1,000 feet wide and one and one-half miles long. Present needs of the road will require only 60 per cent of the space now available, but within seven years the entire development will be installed.

Most complete of any rail terminals constructed within recent years, the Yale improvement contains 36 miles of track, (exclusive of five miles of main line track which skirt the north edge of the yards) and represent a tremendous investment in track, buildings and machinery. The eleven new buildings constructed are worth \$600,000 and contain machinery valued at \$180,000 more. The new buildings are in addition to four which remain for use in maintaining the facilities.

An average of one hundred and fifty men were employed on the construction work of the plant at all times, and the total payroll of the job approximated \$400,000. Between 600 and 800 men will be employed in the mechanical and yard facilities of the new terminal.

Memphis has been familiar with the Yale yards of the Frisco for many years, since the road first constructed a small yard there for freight trains operating on the Tupelo sub of the Southern division. Later the plant grew to the necessary size for the reconstruction of coal and wooden freight cars.

Recently, with the acquisition by the Frisco of the Muscle Shoals, Birmingham and Pensacola Railroad, and the subsequent construction of the connecting link from Aberdeen, Miss., on the Frisco's Southern division south to Kimbrough where a connection with the M. S. B. & P. was made, the question of a larger and modern terminal presented itself and the Yale terminals opened here today make adequate reply.

Memphians proudly inspected the new facilities today.

They were informed that the ca-

New \$1,750,000 Plant Will Expedite Traffic from Northern Gateways to Port at Pensacola, Fla.

capacity of the train yards is 1,427 cars, that the north and south bound rip yards can accommodate 346 more

This article on one of the most important Frisco improvements in years would be incomplete without more than a passing mention of the man who designed the Yale Terminals and superintended their construction.

That man is Mr. F. A. Pollak, assistant engineer, who has been with Frisco Lines since 1903 and who has been in charge of much important designing and developing work.

Working under Col. F. G. Jonah, chief engineer, Mr. Pollak has had charge of the construction of the West Tulsa, East Thomas, Lindenwood and Pensacola terminals, and has been in command of various other yard projects in his capacity of assistant engineer in charge of terminal and yard design.

After five years with the Chicago and Alton as a rodman, Mr. Pollak came to the Frisco in 1903 in the same capacity and advanced rapidly up the ladder of the engineering department. During the presidency of Mr. B. F. Yoakum, Pollak had charge of the designing of the New Orleans, Galveston and Houston terminals, and was for six years—1905-1912—resident and division engineer at Houston for the Trinity and Brazos Valley road, then a Frisco-Rock Island project. He was promoted to his present position in 1914.

Mr. Pollak has been on the ground at Yale almost constantly since the project was started in February, 1927.

—W. L. H., Jr.

Readers are requested to turn to pages 40 and 41. The aerial view of the yards shown there, taken from a plane at 1,000 feet, outlines in detail the layout of the terminals. Readers will be able readily to identify each portion of the yards and the buildings discussed in this article.

cars, and the coach yards 76 coaches. One hundred and seventy-two coal cars under construction can be accommodated in the north rip yards where that work is done.

They were proud of the two new public highways three miles in

length, which the Frisco virtually constructed, and of the two new bridges, one over the yards at Otey Avenue and the other crossing at the county road, at east end of yard, which cost the Frisco \$180,000. The Frisco constructed road approaches to Otey Avenue of 1½ miles, crossing at the center of the yards. This bridge is 1,600 feet long and contains seven steel spans 140 to 175 feet in each span. A 500-foot timber approach leads to the south end and the roadway on the spans is constructed of reinforced concrete slabs. The county road bridge at the east end of the yards (not shown in center spread photo), is 250 feet long and of steel and wood construction.

First inspection, of course, was of the gigantic twenty-four stall roundhouse, the largest on the Frisco system. Ten additional outside tracks supplement the twenty-four inside stalls, which are serviced by a 100-foot turntable. All repairs except Class C (complete repairs) will be given Frisco locomotives in this modern frame and steel structure. All piping in the roundhouse, is electrically welded. Mechanical men pointed especially to another modern innovation, the six especially constructed pits which enable machinists to remove drivers, trailers and tank wheels. Another mechanical device of merit is the 10-ton Mono-Rail system, electrically operated, which serves the north half of the roundhouse. This device connects with all drop pits and affords direct movement of all repair parts into the machine shop to the west of the roundhouse. The building is completely equipped with the National Boiler Washing Company's plant.

The water system serving the yard has been ingeniously constructed. One steel tank of 100,000 gallons located at the south side of the roundhouse, and one 50,000 gallon wooden tank adjacent to the main line at the north side of the yards for exclusive use of through passenger and through freight trains, care for the water supply. The larger tank serves the roundhouse and main line tank.

Since a terminal can work no more rapidly than its fueling system, one 400 ton concrete coaling station located just east of the roundhouse serves four tracks. Another 50 ton steel coaling station serves the main line trains, and two fuel oil storage tanks on the main line with 20,000 gallon capacity care for the main line

oil burning engines. Both the coal stations are electrically operated and coal is loaded and dumped automatically.

The power house located at the southwest side of the roundhouse is 40 by 90 feet in dimensions, built of steel frame with concrete floors and fully fireproofed as to roof and sides with Johns-Mansville Corrugated Transite. The power house is topped by a concrete stack 180 feet high and is equipped with two Casey Hedges boilers of 460 horsepower each. The boilers supply superheated steam throughout the entire plant. They are equipped with Greene Chain Stokers, electrically operated. The machine room end has one steam operated air compressor with a capacity of 1,300 cubic feet and two electrically operated compressors of 750 cubic feet capacity each. By an elaborate system of overhead piping, roundhouse facilities, coach yards, train yards, rip yards and various buildings, are all served with air from the power plant. Another feature is the modern coal and ash handling plant, which enables direct delivery of fuel to the stokers and direct removal of ashes from boilers into the cars.

Storekeepers up and down Frisco Lines will delight in the new store-room constructed at the Yale terminals, 40 by 140 feet in dimensions, with a basement under the entire length. The building is of steel and fully fire-proofed with Johns-Mansville Transite, and the necessary unloading platforms have an eight-car capacity. The storage platforms for castings, brasses and heavy repair parts and track materials, are built on the ground level of cinders, with wooden curbs. The building is equipped with steel shelves, and strict attention was paid to accurate shelving and placing of materials.

The Yale terminals machine shop—joy of the mechanical forces—is a building 60 by 200 feet of steel and transite, with concrete and wooden block flooring. The machine end proper measures 60 by 160 feet and the blacksmith shop 60 by 40 feet. The machinery includes 15 distinct types, capable of performing all work which might be assigned to the Yale plant. The blacksmith shop is complete with steam hammers, brass furnaces, oil furnaces, a flue "rattler", drill presses and so forth, and the entire building is equipped with a

Mono-Rail system and necessary jib-crane.

Over in the roundhouse wash and locker building, steel lockers line the walls of 32 by 160 foot structure. It, too, has a steel frame, transite roof and sides, and a floor of concrete. Careful designing has insured the maximum amount of comfort for employees, with adequate and modern toilet facilities and sufficient shower baths to accommodate 500 men. The white employees in the roundhouse and shops, locomotive engineers and



The above picture shows the car-building yards at Yale in 1926, when the plant was used only for constructing coal cars. See pages 40 and 41 for views of the yard as it is today.

firemen, switchmen and yardmen will use the building, and colored terminal employees will use a separate compartment. A unique feature of the building is an emergency hospital room, outfitted with emergency kits and facilities.

(Ed. Note: If readers will refer to air photo of the Yale terminals they will find that the story thus far has covered all buildings in the yards proper up to the Otey avenue bridge. We are now crossing under the bridge into the car department facilities.)

The car department wheel shop is 40 by 140 feet in dimension, of steel and transite with a heavy wood flooring. Wooden platforms for storing car wheels, with a capacity for 3,000 wheels are provided, with necessary unloading dock equipped with overhead air cranes for unloading wheels and axles. The machinery in this shop consists of three wheel lathes, one wheel press, and many small machines necessary for a modern and complete wheel shop. The blacksmith portion of the building has furnaces, steam hammers, shearers, and punches for steel car work.

The lumber yard and wood work shop is a frame building throughout, 40 by 140 feet in dimension, with con-

crete floor. The lumber yard is connected with dolly tracks which enable direct movement of materials through the shop to either of the rip yards beyond to the west. The building is equipped with twenty-five various types of wood work machinery. A shavings burner at the west end of the building, nine feet in diameter and 59 feet high, burns all shavings and other refuse.

The car department storeroom, to the southwest of the mill shop (not distinguishable in air view) is conveniently located to serve both rip yards. It is of frame construction, 40 by 60 feet with an unloading platform with six car capacity. It also has a 40 by 200 foot storage platform built of cinders for the storage of repair parts and material for complete building of freight cars.

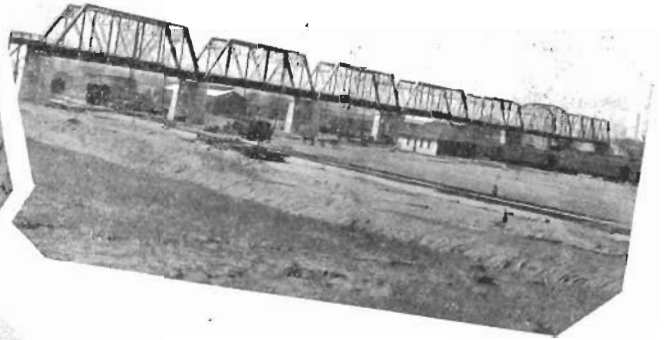
The car department wash and locker building is 32 by 100 feet in dimension, with steel frame, transite roofing and sides, and concrete floor. Like its sister building in the locomotive department it is complete with showers and modern toilet facilities, with separate compartments for white and negro employees. It will accommodate 350 men. Both buildings are equipped with steam jets for complete sanitation in showers and basins. The necessary air brake and paint shops and dope vats for preparing packing, are also in the car department end of the unit.

The classifying yards of the terminal appear at the right center of the air view photo and are connected with a semi-hump to afford gravity switching across a 200-ton track scale 60 feet long. This scale is the largest on our system and can weigh the biggest locomotive in the service. The two additional switching leads may also be seen, which speed up switching and classifying of cars independent of the scale. These leads will also enable the work to be done with less locomotive working.

At the extreme right of the photo, outside the terminal proper, may be seen the buildings of the Railways' Ice Company. This plant consists of two buildings, 60 by 200 feet, and an additional power plant unit for the making of ice. The plant has a capacity of 200 tons. The ice is delivered to the icing platform (seen just south of classification yards), by an

(Now turn to Page 18, please)

Close-Up Views of New \$1,750,000 Terminals at Yale, Tenn.



AT LEFT: South end of steel bridge, over yards at Otey Avenue.

ABOVE, AT LEFT: View of machine shop, roundhouse wash and locker room, power house, water tank and southwest side of roundhouse.

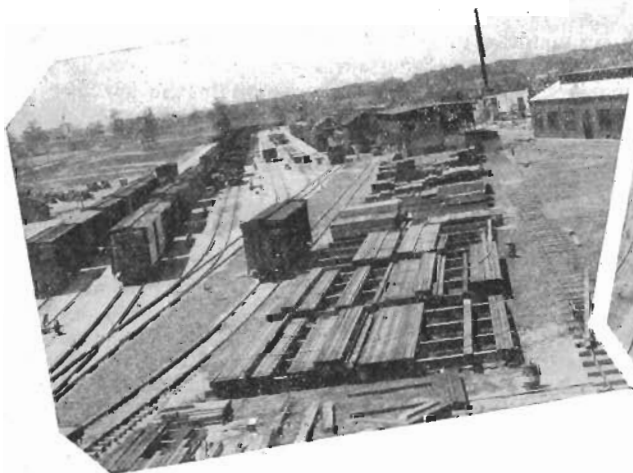
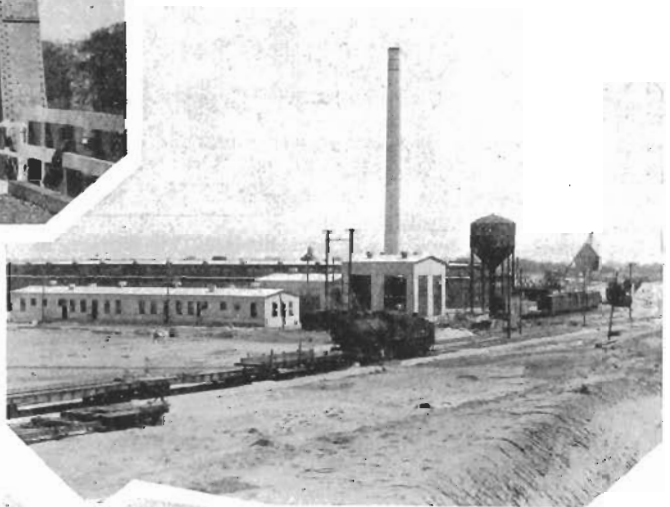
ABOVE: Looking northwest from yards to Otey Avenue bridge.



AT RIGHT: View from south end of Otey Avenue bridge, showing main lead to coach yards, roundhouse wash and locker room, power house, concrete smoke stack and 100,000 gallon steel tank with 400 ton coal chute in distance.

AT LEFT, BELOW: Looking west over lumber storage yard, into south rip yard. Southwest half of wood mill shop seen at extreme right of picture.

BELOW, AT RIGHT: View from coal chute, looking west at twenty-four stall roundhouse with Otey Avenue bridge in distance.



PRES. KURN LAUDS PERSONAL CONTACT

"THE Contact of Business" was the topic of an address made at the annual dinner of the National Association of Railroad Tie Producers at Hot Springs, Ark., on April 25, by President J. M. Kurn of the Frisco.

Mr. Kurn's address, and that of former Gov. Charles H. Brough of Arkansas, were broadcast over Station KTHS at the Hotel Arlington.

President Kurn's address, which will be of interest to all employees, follows in full:

Mr. President and Gentlemen:

I cannot truthfully say that it is a pleasure for me to be where I am at this particular moment. None of us has ever been accused of being sympathetic to the fellow who is called upon to appear as an after-dinner talker or as a speaker before a function of this kind. Oftentimes I have thought that we were justifiable in assuming the somewhat careless, semi-hostile attitude towards a public speaker, but for the moment having attempted to convey to you what my inward feelings are, I hope, in fact, I believe I know that I have your sympathy and possibly that will carry with it a reasonable support to some of the ideas which I might desire to convey to you.

I surely do not wish to leave the impression that it is not a pleasure for me to fraternize with my fellowmen. On the contrary, my entire life has been a constant endeavor to be that which every fellow likes to be—a good fellow amongst men. Therefore, I must really and truthfully say to you, notwithstanding my previous remarks, that it is a genuine pleasure to be with you. Especially must this be the case when we stop to think that the very physical dependency of that which represents transportation is that which you gentlemen produce—the tie, and, of course, I would like to talk to you about the tie, its preservation, its conservation, and also its reforestation. Possibly, the tie, the preservation, the conservation and the reforestation, terms which you especially consider as common in connection with your activities, can well be used by me as the base for that which is uppermost in my mind. The tie is absolutely essential in order to launch that which is so necessary in connection with our business activities. Without the tie as between men, there is a chaotic condition produced by the activities

Urges Better Understanding Between Fellow Workers In Address Before Tie Producers, April 25.



PRES. J. M. KURN

of individualism, resulting, in many instances, without a material benefit to the collective group represented by man. The ties I have in mind, not the ones which you produce, can be accomplished through the associations of men. When one stops to think that there are very few undertakings which do not require the support, the energies, the good will, the directive influences of more than one man, you can readily comprehend what is uppermost in my mind when I say to you that the tie that I am talking about is something that I am inclined to believe that in the rush of the individual activity is being overlooked. How is this tie to be acquired? Can it be through the activity of the private office? Can it be by demanding that every person who may have business with you shall await your pleasure? Can it be through the absence of intercourse with your fellow men? Can it be by grabbing a sandwich or a glass of milk for a fifteen minute lunch? Can it be by not finding any time beyond the hours which properly should be devoted to business to give to mat-

ters which have to do with a better conditioning of your fellow men? Can it be by taking no interest in the civic affairs of your community, or an absence of a proper participation in the functionings of society represented by Church and Club? I say, gentlemen, that if there be a tie as between you and me, that there will have to be a contribution upon my part the equal to or possibly the excess of your contribution, and you, in turn, have something to contribute beyond an exact equal division to the other fellow. So that in the end there is a functioning of a chain, each link of which must be the contribution of us all to the length and soundness thereof. It can be accomplished notwithstanding that we so frequently contend with ourselves that time is not possible. Every man, I believe, and possibly I should say every physically and mentally well man, can efficiently perform his responsibilities and at the same time find a time sufficient to give to that which will have for its effectiveness the establishing of a tie as between us all.

In the operation of a railroad property there are some of us called upon to deal with a relationship which may affect directly 30,000 employees, and collaterally 100,000 persons. I have always contended, and still do, that there can be established as between the men in an executive position and those upon whom he depends for a successful executive performance, a tie that means much more than the wooden tie which you produce, and I am not, in any sense, detracting from the qualities of the tie as produced by you when I make this statement.

Now I have so frequently heard you say, and by you I mean your group as a whole, represented as you are to a very large extent by the Association representatives before me, that preservation is something to be attained if the stability of your production is to be upheld. Now again I could talk to you possibly interestingly about the preservation of your tie, but I am going to talk about the preservation of the tie which I have just previously addressed my self to. How can you expect to preserve the tie of relationship? Is there any better way to accomplish this preservation than to adopt something which possibly again you may agree with me is being overlooked, and that is to sell ourselves to each other. How can this salesmanship be accomplished? I

(Now turn to page 23, please)

GROSS REVENUE DECREASES \$5,146,470

DESPITE a decrease in gross revenue for 1927, of \$5,146,470.00 as compared with the previous year, the St. Louis-San Francisco Railway Company, through increased efficiency and economies in operation, showed a decrease in net railway operating income of only \$1,215,116.00, the annual report issued by that company May 16 states.

Freight earnings for 1927 decreased \$3,467,853.00 and passenger earnings decreased \$1,494,218.00.

All other earnings show a decrease of \$184,399.00.

The Frisco's surplus after interest and taxes was \$7,464,235 as compared with \$7,546,153 in 1926. Taxes paid by the company for 1927 totaled \$4,992,531, equal to 5.52 per cent of its gross revenues, an increase of \$150,143 over the previous year.

Operating conditions during 1927 were the most unfavorable in many years the report states, due to excessive rainfall over most of the territory traversed by the company's lines which resulted in unprecedented floods, particularly in the Mississippi Valley during the spring and on two of its operating divisions during December. A cost in excess of \$500,000 was paid out in repairing resulting damage to the company's property. There was also a loss of revenue which cannot be established accurately, resulting from interruption of train service, destruction of early crops and the termination in many cases of agricultural activities for the entire season.

The expense of passenger train operations on branch lines was considerably reduced by the substitution of less expensive motor car service, resulting in a decrease of passenger steam train miles of 499,273 compared with 1926, while motor train miles increased 255,206 with a resulting decrease in operating costs.

The Frisco had a net credit for Hire of Equipment of \$332,014.00 compared with a net debit for 1926 of \$80,247.

At the close of the year the company was operating 5675.86 miles of road, an increase of 79.68 miles over the previous year. The increase in mileage came from the acquisition of the Butler County Railroad Company and the St. Louis, Kennett and Southeastern Railroad Company which the Frisco bought on September 1, 1927. The Butler County Railroad extends from Poplar Bluff, Mo., to Piggott, Ark., and from Osprey to Tipperary, Ark., with a total of 50.35 miles. The

Efficient and Economical Operation Responsible for Decrease of Only \$1,215,117 in Net, Annual Report States

(From the official press release of May 16.)

St. Louis Kennett and Southeastern Railroad extends from Piggott, Ark., to Kennett, Mo., a total of 16.83 miles.

Dividends on the company's preferred stock were paid during 1927 in

Frisco employes read with concern the annual report of our company contained in the morning papers of May 16. They noted a decrease of more than five millions in gross, and, reading on, found a corresponding decrease of \$1,215,117 in net railway operating income. Students of our property knew why, in the face of so great a decrease in gross, the net decrease was held so low. They realized that that commendable showing in net income was made only by constant plugging of small leaks, by great vigilance in operating our property as efficiently and economically as possible.

These same students of the road for which they work, realized that passenger trains were operated with many vacant seats in 1927, and that freight engines pulled less than capacity tonnage.

And many of them understood more completely than before, that their company needed help from its employes in filling those empty seats and placing additional box cars on its freight trains.

Our 52 Frisco Employes' Clubs were organized too late in 1927 to have much influence on business via Frisco Lines. But 1928 should tell a different story.

Those 52 clubs represent more than 65 per cent of the employes on this road, and their potential influence in securing passenger and freight traffic is being eagerly watched by the officers of this company.

Each employe should drive forward for more business and a bigger and better Frisco in 1928.

—W. L. H., Jr.

quarterly installments at the rate of 6% per annum. Dividends on the common stock were paid during 1927 as follows; January 1, 1¼ per cent; April 1, 1¼ per cent, plus ¼ per cent extra, July 1, 1¼ per cent plus ¼ per cent extra; and October 1, 1¼ per cent plus ¼ per cent extra.

The Frisco property during 1927

was well maintained and generally improved, the report shows. Some of the most important maintenance projects included the laying of 178 miles of new 100 pound rail, releasing lighter rail; application of 316,700 cubic yards of ballast; the renewal of 1,410,680 cross ties and the separation of 12 highway grade crossings.

That section of the report devoted to traffic, industrial and agricultural development shows a total of 337 new industries located on the Frisco Lines during 1927. It states also that a heavy freeze in the Ozarks on April 21st practically destroyed the apple, grape and peach crop and reduced the production of strawberries from 4,500 cars to 1,900 cars. Wheat production was one third that of 1926 due to adverse weather conditions. Floods in the Mississippi Valley resulted in a heavy decrease in the tonnage of cotton, vegetables and other crops. Overproduction and state legislation restricting drilling caused a decrease in tonnage of oil well supplies, the report states, and the shut down of the Ford plants and curtailment of output of other plants was responsible for the heavy reduction in earnings on automobiles and auto trucks. There was, however, a substantial increase in tonnage of poultry, eggs and dairy products.

The report includes a eulogy of the late Mr. Festus J. Wade of St. Louis, a member of the Board of Directors who died September 28th, and extended felicitations to officers and employes for faithful service during the year.

AN ON-TIME RECORD

Solicitors for LCL shipments of merchandise and package freight may point with pride to the record made on Frisco Lines for the month of April, with particular reference to merchandise cars operated out of Kansas City to schedule points, which shows the performance to be 99.8 per cent on time.

LCL shipments out of St. Louis showed an equally splendid performance of 97.7 per cent on time.

"This is a very good record, and one which we are more than proud to have printed," writes Mr. J. H. Doggrell, superintendent of transportation at Springfield.

FIVE TRAFFIC OFFICERS PROMOTED

ANNOUNCEMENT of five important changes in the personnel of the traffic department was made May 15, from the St. Louis general offices.

Mr. R. E. Buchanan, executive general agent at Memphis, Tenn., has been promoted to assistant traffic manager with headquarters at Pensacola, Fla.

Mr. D. F. McDonough, division freight agent at Birmingham, Ala., becomes executive general agent at Memphis.

Mr. Chas. Thorburn, traffic manager of the M. S. B. & P. Railway at Pensacola, was appointed general agent, freight department, Atlanta, Ga.

Mr. J. E. Springer, whom Mr. Thorburn relieved, was appointed division freight agent at Birmingham.

Mr. W. H. Crowe, traveling freight agent at Memphis, was appointed division freight agent, with headquarters at Pensacola, Fla., reporting to Mr. R. E. Buchanan.

Mr. Buchanan is a native of Okolona, Miss., and entered the service of the Frisco July, 1897, at Memphis, Tenn., in the capacity of telegraph messenger. He worked in various capacities from yard clerk in freight yard through the local office and was advanced to chief bill clerk. He was later made chief clerk to the contracting freight agent, and then advanced to soliciting freight agent, and traveling freight agent and when the Frisco and Rock Island consolidated, he was made traveling freight agent for both

Buchanan, McDonough, Springer, Thorburn and Crowe to New Positions May 15th.

east of Memphis were put in the southeastern region. He was then made division freight agent and also held the position of southern export agent during the entire period of Federal Control and was made executive general agent in 1922.

Mr. D. F. McDonough was born in Syracuse, N. Y., and entered the service of the old K. C. M. & B. Railroad at Birmingham, on December 11, 1895. He was promoted to traveling freight agent Atlanta, Ga., January 1, 1921; commercial agent, Birmingham, in 1907; division freight agent at Birmingham, 1910; inspector of transportation, Springfield, February, 1918; division freight agent, Joplin, Mo., March 1, 1920, and division freight agent, Birmingham, July 1, 1920.

Chas. Thorburn is a native of Louisiana. He entered Frisco service in 1900 as a rodman in the engineering department and had become assistant engineer in 1917. He enlisted in May, 1917, in the 128th Field Artillery and was discharged in 1920 with the rank of captain of engineers. He saw service in France with the 35th division and after his return to America in September, 1919, was assigned to Mexican border duty with the 9th Mounted Engineers. He resumed his work with Frisco Lines as assistant engineer, following his army service, but transferred to the traffic department on November 1, 1925, as soliciting freight agent, a position (Turn to Page 21)



R. E. BUCHANAN



J. E. SPRINGER



CHAS. THORBURN



D. F. McDONOUGH

NEWS of the FRISCO CLUBS

Neodesha, Kan.

THE Frisco Employees' Club of Neodesha was host club at a banquet at Masonic Hall, May 8, to members of the Chamber of Commerce, the Rotary Club and the Lions Club and invited guests of all these organizations. The occasion was termed "Frisco Night" and the attendance was approximately 200 persons.

Frisco speakers included: J. E. Hutchison, vice-president, operation, and J. W. Nourse, general passenger agent, both of St. Louis, and W. F. Lilleston, Frisco attorney for Kansas.

Mr. Hutchison spoke on "Transportation Problems." He briefly reviewed transportation in America, and said that America had advanced rapidly because transportation always had been ahead of production and development. This situation he contrasted with the situations in China and Russia, where, he said, famine may be in one part and opulence in another.

Although not lamenting the coming of the motor car, Mr. Hutchison said that this competition of railroads should be made to bear its just share of building and maintaining the roads it uses. Often, he said, railroads must help to provide highways for their bus and truck competitors.

Speaking of decrease in passenger business of American railroads, Mr. Hutchison predicted that soon even the long distance passenger business will be snapped up by the airplanes. All these things, he said, are combining to make acute the problems faced by the railroads. He added that either the railroads must have equitable treatment at the hands of the public or soon, like the stage coach and the canal boat, they must fold up their tents and drop out of the picture. He closed by expressing his appreciation for Neodesha's loyalty to the Frisco.

Mr. Lilleston, Frisco attorney for Kansas, delivered a humorous address based on the adage that "There is nothing new under the sun." The veto power, the supreme court, the nullification of statute by judicial decision, the jury system, the eighteenth amendment and even the nineteenth, he asserted, represent no new thought.

Mr. Nourse acknowledged his introduction to the assemblage with remarks pertinent to the occasion and



Mr. E. E. Carlock, live wire president of the Frisco Employees' Club of Ft. Smith, entered the service of the Frisco on March 16, 1908, as agent at Perryville Junction, Mo. On December 22, 1912, Mr. Carlock was made assistant timekeeper at Chaffee and was promoted to head timekeeper and transferred to Ft. Smith, Ark., July 27, 1914. He held that position until all the time-keeping and accounting forces on the divisions were consolidated at Springfield on February 6, 1916. He worked at Springfield in the Bureau of Accounts until it was dissolved and he was sent back to Ft. Smith, January 25, 1918, as head timekeeper which position he now holds. Mr. Carlock has not missed a pay day in twenty years' service, and was elected first president of the Frisco Employees' Club of Ft. Smith, Ark.

commendatory to the Frisco Employees' Club of Neodesha.

Other out-of-town Frisco visitors were: H. E. Morris, assistant general freight and passenger agent, Wichita; C. S. Underwood, traveling freight and passenger agent, Wichita; R. H. Grimes, yardmaster, Wichita; D. E. Gelwix, division engineer, Fort Scott; J. B. Gilliam, general car foreman, Kansas City; J. O. Elliott, district claim agent, Joplin; C. R. Welch, ticket agent, Kansas City; B. Y. Morgan, roundhouse foreman, Wichita; A. C. Schermann, water service foreman, Cherryvale, Kans.; J. H. Watson, special agent, Cherryvale, Kans.; C. K. Bennett, agent, Fall River, Kans.; George Taaffee, agent, Cherry-

vale; F. L. Hamm, cashier, Cherryvale.

Out-of-town guests not with the Frisco included: Mr. Ellis, manager of the Fredonia Sash & Door Company, Fredonia, Kans.; C. S. McGinnis, president of the Sauer Milling Company, Cherryvale; W. H. Francis, manager of the United Clay Products Company, Cherryvale; Leslie Jackson, proprietor, Cherryvale Grain Company; Murray Diven, mayor of Cherryvale and proprietor of the Family Shoe Store there; James Lewis, manager of the Spradling Fruit and Produce Company, and D. W. McKinley, president of the People's Bank, Cherryvale.

E. E. Carter, division superintendent, Neodesha, was toastmaster for the banquet.

Considerable business was obtained by members of the Frisco Employees' Club of Neodesha during the month preceding its business meeting of May 3, it was reported at the latter meeting.

Some of this business was as follows: One railroad steam shovel, three cars of cattle, sixty-four cars of cattle, two cars of sash and door, thirty-two cars of cattle, half of inbound business of the Neodesha Daily Sun, ten cars of sand. During the month under consideration the Frisco handled out of Neodesha 602 cars of oil from one shipper.

At this meeting Hiram M. Cloud, dispatcher, was re-elected president of the club to serve until December, 1928, and A. A. Malmgren was elected secretary, succeeding C. C. Fulton, to serve until December, 1928. Mr. Malmgren also was given the title of treasurer.

The Frisco Employees' Club of Neodesha, Kan., held a box supper and square dance the night of April 19 at the American Legion Hall. Families and friends of members attended, also.

The program: Solo dance, Miss Mary Fisher; recitation, Jackie Williams; piano solo, Maxine Vanderhoff; reading, Miss Rena Mae Long; address, Z. B. Claypool, assistant director, accident prevention, Springfield, Mo. Another visitor was C. S. Underwood, traveling freight and passenger agent, Wichita, Kan.

F. S. Porter, engineer, auctioned the boxes of food. The music for the square dance was by Bill Dale



The photograph above was taken at the "Hickville" party of the Ft. Worth Frisco Club, May fifth. Costume prize winners were: Harry Granger (top row, seventh from left); Mac Waltrip (second row, fifth from left), wearing dress seventy-five years old; Mrs. G. G. Beckley (immediately under light), wearing dress seventy-three years old, her mother's wedding dress.

and Jim Weldy. The square dance caused considerable amusement, especially to spectators, because half of those taking part were unfamiliar with square dancing and were coached by the other half.

Enid, Okla.

The Frisco men at and around Enid pull together harmoniously and cheerfully, said H. C. Conley, division freight agent, Oklahoma City, in his talk before the meeting of the Frisco Employees' Club of Enid, Okla., held April 18 in the office of S. J. Frazier, superintendent of the Western division, Enid. The attendance was fifty-six. J. J. Bernard, president, was in the chair.

There is not a man on the Frisco pay roll who can't do something to increase the earnings of the Frisco, Mr. Conley said. H. R. Vance, engineer, Enid, said that "we should use our efforts to see that the bus lines are put under the same regulations as the railroads."

A large number of traffic problems were discussed by the speakers who included: L. W. Price, division passenger agent, Oklahoma City; F. K. Shrock, agent, Carrier; F. C. Lea, agent, Goltry, Okla.; J. E. Kerr, agent, Clinton, Okla.; F. A. Connell, traveling freight agent, Tulsa; J. Frank Ferguson, general car foreman, Enid, Okla.; Forrest Larkin, son of agent, Fairmont, Okla.; T. L. Bentley, car inspector, Enid; P. J. Beasley, engineer, Enid; J. M. Walker, division storekeeper, Enid; J. W. Maring, agent, Enid; C. D. Brewer, dispatcher, Enid; W. E. Davis, section foreman, Carrier, Okla.; James Simms, section foreman, Goltry, Okla.; George Franks, machinist, Enid; W. V. Wilkison, machinist, Enid; A. L. Fisher, division engineer, Enid; J. B. Rey-

nolds, chief clerk to agent, Enid; W. N. Patterson and T. F. Jones, roadmasters, Enid; W. J. Foley, master mechanic, Enid; F. C. Gow, assistant superintendent, Enid; D. E. Callahan, dispatcher, Enid; Oscar W. Ervin, trainmaster, Kansas City, Mexico & Orient Railroad, San Angelo, Tex., formerly with the Frisco, a visitor.

Thayer, Mo.

The Frisco Employees' Club of Thayer, Mo., gave a dance in the Safety First Hall, May 4. The attendance was 75 persons.

This club has planned to hold a dance each month and is planning to hold a business session before each dance.

Visitors at the dance, May 4, included: R. B. Butler, superintendent of the Southern division, Memphis; B. G. Gamble, master mechanic, Memphis; E. A. Teed, assistant superintendent, Amory, Miss., and R. Padell, clerk to Mr. Butler.

Tulsa, Okla.

At the invitation of the Frisco Club of Sapulpa the Frisco Employees' Club of Tulsa, at its business meeting, April 19, formed a committee to work with a similar recently-appointed committee of the Sapulpa club in the planning of a joint picnic of these two clubs, to be held early this summer.

Fay Warren, assistant yardmaster and president of the Tulsa club, appointed the following committee to aid in arranging the joint picnic: W. P. Kent, station master, chairman; Mr. and Mrs. R. E. Dawson; R. B. Collins, J. C. Burnett and G. G. Harrison.

New business for the Frisco, it was announced, had been obtained by the following: G. R. Warren, assistant

yardmaster, several cars of steel, both inbound and outbound; R. L. DeMoss, traffic tip which led to the routing of a carnival company from Ft. Smith to Tulsa.

The following committee was appointed to draw up by-laws for the club: J. C. Burnett, engineer, chairman; O. L. Young, superintendent of terminals, and R. L. Schoeneberg, zone auditor.

The club voted to hold its monthly meetings on the second Monday of each month in the hall used by Local 17, Frisco Association of Metal Crafts and Car Department Employees. S. S. Wilder, coach carpenter, and a member of Local 17, earlier in the meeting had invited the Frisco Employees' Club of Tulsa to use the association's hall and his offer was accepted and the club's regular meeting date set so as not to conflict with the dates of Local 17's meetings. The hall is the Knights of Pythias Hall, on Seventeenth Street, West Tulsa, near the Cameo Theatre. The club voted to express its thanks to Local 17 for the use by the club of the Local's hall.

Several members present offered to sing or play some musical instrument at the next meeting, May 14.

Ladies' Club of Tulsa, Okla.

The Frisco Ladies' Club of Tulsa held a luncheon at the Egyptian Tea Room, May 9. The attendance was thirty-four, among them Mrs. E. V. Malle, Pittsburg, Kan., who gave two readings.

Each member was given a "cup reading" after the luncheon.

This club, organized recently, is gaining in favor among the members, reports Miss Edna A. Wooden, the secretary, and at each meeting more interest and enthusiasm are manifested, she said.

The Frisco Ladies' Club of Tulsa gave its first entertainment, a carnival dance, at the Elks Club, May 2. The attendance was approximately 200 persons, among them several from out of town.

This was probably the last dance the club will give this season, but several picnics are being planned and will be held at the new park near Tulsa, which is nearing completion.

Ft. Worth, Texas

One of the most unique programs yet presented by the Ft. Worth Frisco Employees' Club, was enjoyed by more than three hundred employees, their families and friends, on the night of May 5.

The program was termed a "Hickville" skit, and old time costumes prevailed. Mrs. G. G. Beckley, wife of the claim agent at Ft. Worth was present, and wore a dress of brown and gold taffeta, which was seventy-three years old and was the wedding dress of her mother. The program consisted of three numbers, the first a reading by little Miss Jean Moore, daughter of W. O. Moore, president of the Ft. Worth club. Old time songs were presented by the Misses Leda Belle Durrett, Irene Ray and Ethel Freeman, accompanied by Miss Doris Rose Durrett. E. V. Maxfield, assistant claim agent, and a comedian of note, presented "Tony's Speech," which was enthusiastically received. Prizes for the tackiest couple was awarded to Miss Mae Waltrip and Harry Granger.

Dancing followed the program, and punch was served during intermission.

Okeene, Okla.

Wiley Stanley, section foreman, president of the Frisco Employees' Club of Okeene, Okla., opened the meeting of the club, held April 30, by asking that all members co-operate to make the club one of the best on the Frisco. He outlined his policy of asking merchants whom he patronizes to have their groceries move into Okeene via Frisco. He asked each club member present not to be dilatory, but to keep in mind daily the

importance of getting more business for the Frisco.

Frank Scott, manager of the O. K. Transfer Company, who is a member of the club, said that in his opinion the business the Frisco was getting at Okeene was due largely to the courteous treatment afforded the public in general by all the employees of the Frisco there and the service which the public gets from the Frisco.

He cited that recently the Frisco delivered ten cars of combines and gave consignee from two to three spots daily until unloaded, which, Mr. Scott said, probably will result in the Frisco obtaining all this consignee's business. Each one present was given

if the employees would obtain this business it would speak in dollars to the Frisco.

Cape Girardeau, Mo.

Considerable business has been obtained recently by members of the Frisco Employees' Club of Cape Girardeau, the greater traffic committee of the club reported at the club's meeting, May 2. Fifteen members attended this meeting.

Reports were made of quick handling of cars for Cape Girardeau customers of the Frisco. A social hour followed.

Adoption of by-laws, the appointment of Robert Kammer as sergeant-at-arms and reports of traffic obtained by members constituted the principal business of the meeting of the Frisco Employees' Club of Cape Girardeau, Mo., held April 18 in the permanent headquarters of the club, in the Knights of Columbus Hall. Thirteen members of the club were present.

The greater traffic committee of the club reported that traffic had been obtained by the following members of the club: Robert Kammer, one full fare and one half fare passenger tickets, Cape Girardeau to Chickasha, Okla., and five cars of contractor's equipment, Cape Girardeau to Streator, Ill., via St. Louis; A. Foreman, two tickets Cape Girardeau to St. Louis and return from parties who had planned to take a bus. William Rueskamp

presented card tricks, which were well received. The club members are much pleased with their permanent club rooms and predicted a bright future for the club.

Sapulpa, Okla.

Adoption of by-laws was the principal business handled by the Frisco Employees' Club of Sapulpa, Okla., at the regular meeting, April 16, at the Y. M. C. A. The attendance was 24, including these visitors: Miss Edna Wooden, secretary of the Ladies' Club of Tulsa; O. L. Young, superintendent of terminals; F. A. Connell, soliciting freight agent, and Mr. Wasson, manager of the Tulsa Amusement Company, all of Tulsa.



an opportunity to say something.

R. W. Boone, agent at Okeene and secretary of the club, talked on traffic solicitation and said that he was sure great help had been afforded him in obtaining business by each employee at Okeene and he urged each man on the pay roll at Okeene to remember that he was a solicitor and that each such man never should pass up an opportunity to say something for the Frisco. He said that the harvest season is near at hand, when there will be quite an increase in orders placed by local merchants for harvest supplies and that each Frisco employee should do his share in getting the merchants to ship in these supplies via Frisco. He added that

One of the provisions of the by-laws is that "Tickets shall be sold to banquets and entertainments at an amount sufficient to cover (prorate) entire expense of each banquet and entertainment."

At the suggestion of D. F. Smith, ticket clerk an athletic committee was authorized by the president, who appointed Mr. Smith chairman and the latter appointed as the other members D. J. Dean, conductor, and R. E. Pipkin, division accountant. This committee announced at the meeting that its prospective baseball team will challenge this season all other baseball teams on Frisco Lines.

Speakers included Mr. Wasson, who said the club could hold free of charge a picnic at the picnic grounds of his amusement park; Mr. Connell, who spoke of traffic solicitation, and Miss Wooden, who invited the Sapulpa club to attend the dance planned by the Ladies' Club of Tulsa for May 2.

Okmulgee, Okla.

The Frisco Employees' Club of Okmulgee, Okla., held a bridge and dance party at the Hippodrome theatre ball room, May 1. The attendance was approximately 150 persons, including families of members and other friends of the Frisco.

Among the out-of-town guests were: O. H. Reid, commercial agent, Tulsa; Fay Warren, president of the Frisco Employees' Club of Tulsa, and J. A. Hutchison, assistant division superintendent, Sapulpa.

Music was furnished by Wells Eight Harmoniators Orchestra. The refreshment committee served punch shortly before the party ended.

Ft. Smith, Ark.

Traffic solicitation was discussed by the greater traffic committee of the Frisco Employees' Club of Fort Smith, May 8. Report of pointers received from chairmen of the various committees was presented. The next meeting of this committee will be held June 12.

Ames, Okla.

L. B. Lindley, Frisco agent at Ames, Okla., spends much of his time after working hours uptown talking with consignees and shippers, he said at the meeting of the Frisco Employees' Club of Ames, held April 28. He asks merchants when he spends a dollar with them to try to give a dime back to the Frisco in freight revenue. The attendance was six.

Other speakers at the meeting were: C. Laubhan, section foreman, president of the club; John Hessington, section laborer; Albert Weidner, section laborer; Gus. Laubhan, high school student; Frank Gibson, a drayman, who said that he is doing everything he can to try to obtain more

NO INJURIES ON NORTHERN!

"The Northern division made a remarkable record from February 24 to April 16 as there was not a single report of personal injuries during the entire time" writes Mr. H. W. Hudgen, director of accident prevention. This record was made with approximately 800 men working.

"In checking back our records as far as July 1, 1925, or as far as the present division records are available, we find this to be a record-breaker, as no entire operating division has gone a whole month without one or more personal injuries in the maintenance of way department," he continues.

The information was passed on to President Kurn and he in turn thanked the officers of the Northern division for the record made.

business for the Frisco, adding that the more business he gets for the Frisco the more business he has for himself.

Memphis, Tenn.

The Frisco Employees' Club of Memphis, Tenn., held a dance and bunco party, April 17, which was attended by approximately 400 persons.

One of the guests was F. H. Shaffer, general manager of the St. Louis-San Francisco Railway Company, Springfield, Mo. Many local officials of the Frisco attended.

Chaffee, Mo.

The Frisco Employees' Club of Chaffee, Mo., has a baseball team and has been instrumental in organizing a "Twilight League," and has \$321 in its treasury, most of which will be used to finance its baseball club, it was announced at the club's meeting held at Odd Fellows Hall, the regular meeting place, May 3.

The club voted to donate \$30 to the upkeep of the tennis courts in the general office building yard at Chaffee.

Four teams are in the "Twilight League": Roundhouse and car department employees, general office employees, merchants, town boys. Two games are played each week, on Tuesdays and Thursdays, the games being called at 5:15 P. M. Seven innings are played. After the business session Mrs. E. Riemer played piano selections for a dance. The attendance was thirty-eight persons.

Oklahoma City, Okla.

The reading of letters from C. T. Mason, superintendent of the Southwestern division, Sapulpa, in which he commended a number of employees for

good work in traffic solicitation, a talk by W. L. Huggins, Jr., editor *Frisco Employees' Magazine*, St. Louis, on the history and future of the Frisco employees' club movement, decision to hold the next four monthly meetings at Belle Isle Park Hall, and dancing comprised the meeting of the Frisco Employees' Club of Oklahoma City, held April 26 at Bohemian Hall.

The attendance was 220, including officers, and wives, children and friends of members of the club.

Mr. Huggins said that a little more than a year ago, just before the Oklahoma City Club was organized, there were but three clubs, Kansas City, Fort Scott and Memphis. Now, he said, there are fifty-one clubs (fifty-two at the time this *Magazine* went to press), with a total membership of approximately three-fourths of the Frisco employees. Mr. Huggins complimented the Oklahoma City Club on its progress since its organization.

Gene Peach, of the Oklahoman-Times, Oklahoma City, was a guest and in a short talk complimented the Frisco.

At the close of the business session Miss Hazel McMains sang several popular songs. Then came dancing, to music by the "Southern Serenaders."

Sunnyland Club

Determined to make the Sunnyland Club, Kansas City, Mo., a factor to be reckoned with among the fifty-three Frisco employees' clubs on Frisco Lines, a group of Kansas City employees of the Company met the evening of May 4, elected temporary officers and discussed the types of business and social meetings which were thought would be most advantageous, membership dues, formation of a "Sunnyland Orchestra," and drafting of by-laws. Final reorganization was scheduled for an unset date the latter part of May, when this number of *The Frisco Employees' Magazine* was on the press.

The temporary officers elected were: J. Burch, general yardmaster, president; H. J. Hoke, chief clerk to the superintendent of terminals, secretary; E. C. Lindeman, cashier, treasurer; J. R. Needham, chief clerk, zone bureau, first vice-president; L. J. Leigh, assistant general car foreman, second vice-president; R. Salsman, machinist, third vice-president. The temporary executive committee and advisory board was elected as follows: J. M. Flanagan, superintendent of terminals; A. C. DeFries, division storekeeper; J. R. Coulter, assistant executive general agent; J. B. Gilliam, general car foreman; W. B. Berry; B. J. Gleason, general agent, and E. G. Baker, assistant general passenger agent.

The president appointed Messrs. Needham and Salsman and J. J. Fitzgerald, claim clerk, the committee to make a survey of musical talent among Frisco employees at Kansas City with the view of organization of the proposed "Sunnyland Orchestra."

The president appointed Messrs. Coulter, Needham and Lindeman the committee to draw up tentative by-laws for the club.

A re-organization dinner was to be held May 22, when final re-organization of the club would be effected. The committee appointed to arrange the dinner was as follows: Messrs. Leigh, DeFries and Hoke.

Springfield, Mo., Men's Club

"One of the best we have held."

This is the way J. W. ("Doc.") Seabough, president of the Frisco Men's Club of Springfield, has characterized the meeting of the club held the night of May 14, in the assembly room of the Frisco building there. Approximately 300 members were present and took part in discussion of traffic solicitation.

The steady growth of the Frisco's earnings at Springfield was attributed by George M. Forrester, commercial agent, Springfield, as due in a considerable degree to the efforts of employees at traffic solicitation. Another factor in this growth of Frisco business at Springfield was ascribed by Mr. Forrester to "the remarkable growth of the city."

Talks were delivered, also, by A. B. Sherwood, Frank L. DeGroat and W. W. Shackelford, each a team captain in the four-team traffic solicitation campaign at Springfield which began April 16, and in which practically every Frisco employee there is engaged. The other team captain is J. P. Kerr. Other speakers included: J. H. Doggrell, superintendent of transportation; B. L. Kennedy, of the telegraph department, Roy Dysert, and J. H. Brennan, superintendent of telegraph, all of Springfield. President Seabough presided.

The entertainment program included: selections, G. L. Walton's Merry-makers, a six-piece orchestra; songs by the choral club of the Frisco Girls' Club of Springfield, and selections by the Bluebonnet Quartet. Refreshments were served at the close of the meeting.

The standing of the teams in the traffic solicitation campaign at Springfield, on the night of April 30, after twelve days of the campaign had elapsed, was announced by President Seabough a few days before the meeting of the club, as follows: first, A. B. Sherwood, .767 per cent; second, F. L. DeGroat, .632 per cent, and third, W. W. Shackelford, .298 per cent.

About Our "Off-Line" Agencies

—CHICAGO—



The personnel of General Agent's office, Frisco Lines, Chicago, appears above.

Seated, left to right: Mr. Elmer K. Yaeger, traveling freight agent; Mr. Harry L. Morrison, commercial agent; Miss Bertha Doezema, stenographer; Mr. Henry F. Sanborn, general agent; Mr. M. Dudley Riggs district passenger agent.

Standing, Mr. Ivan R. Garretson, soliciting freight agent; Mr. Hawkins H. Hopkins, reconsigning and tracing clerk; Mr. James P. Hanlon, chief clerk; Mr. Charles Lillard, soliciting freight agent; Mr. Vincent J. Francis; Mr. Francis J. Davidson, clerk-stenographer, passenger department; Mr. Frank J. Shea, city passenger agent.

THE second "off-line" agency to be featured in the *Frisco Magazine*, is that under the direction of Mr. H. F. Sanborn, general agent at Chicago, Ill.

The Frisco office in Chicago is at 112 West Adams Street, close to the heart of the loop and in close proximity to all other railroad offices. The Frisco has been located at the above address for many years. Prior to Government control, it was operated as a joint C. & E. I.-Frisco Agency. After the World War the office was re-opened under the jurisdiction of Mr. W. S. Merchant, now general eastern agent at New York. He was succeeded August 1st, 1923, by Mr. W. B. Wells, now assistant freight traffic manager at St. Louis. Mr. H. F. Sanborn, now general agent, succeeded Mr. Wells October 1st, 1927.

The territory under the jurisdiction of this office includes the states of Wisconsin and Minnesota, upper Peninsula of Michigan, northern part of Illinois, and some of the most important manufacturing centers in the northwest part of Indiana.

Members of the Chicago agency are always glad to have their railroad friends, shippers and the traveling public, pay them a visit while in Chicago, where they will be accorded the usual Frisco hospitality.

The four leading individuals in point of number of traffic tips, which is the basis on which the contest, both by teams and by individuals, is being conducted, was, on the night of April 30, as follows: First, L. Langsford, 78 tips; Mr. DeGroat, 77 tips; Mr. Sherwood, 40 tips, and J. W. Kastler, 20 tips.

Henryetta, Okla.

J. A. Hutchison, assistant superintendent of the Southwestern division, Oklahoma City, and F. A. Connell, traveling freight agent, Tulsa, were the principal speakers at the meeting of the Frisco Employees' Club of Henryetta, Okla., held May 8 at the City Hall. The attendance was fifteen.

F. A. McClaren, telegrapher, president of the club, presided. Mr. Hutchison and Mr. Connell talked on traffic. The next meeting will be held June 12 at the freight office.

Jonesboro, Ark.

Cool and windy weather prevented the fishing trip and picnic planned by the Frisco Employees' Club of Jonesboro, Ark., for April 29, except by a small group of members of the club, consisting of R. J. Slagle, agent, president of the club, C. E. Scott, cashier, and their families, and Ben Eddins, an experienced fisherman, in all, seven persons.

Madill, Okla.

Talks on what the Frisco means to Madill, Okla., on motor bus and motor truck competition, co-operation of Frisco employes with one another, on traffic solicitation, courtesy by Company employes towards the public, and commendations of Frisco service by non-Frisco people who were guests characterized the meeting of the Frisco Employes' Club of Madill, Okla., held April 27. The attendance was 28.

Speakers included: O. F. Nowlin, president of the club; Mr. Patton, of the Royal Hotel; C. W. Webster, agent, Ravia, Okla.; J. A. Hutchison, assistant superintendent of the Southwestern division, Oklahoma City; H. Woods, grocer, and Mr. Works, of Tishomingo.

Hayti, Mo.

Plans for a big picnic to be held some time in June at Big Lake, a large government reserve, and to which members of the Frisco Employes' Clubs of St. Louis, Cape Girardeau, Chaffee, Jonesboro, Springfield, Thayer, Memphis and any other clubs that wish to participate will be invited, were made by members of the Frisco Employes' Club of Hayti, Mo., at the meeting held May 14. The club is planning in the operation of two special trains, one from Hayti and one from Jonesboro.

Each club member attending will be permitted to bring members of his or her family and may bring a basket dinner or purchase food on the grounds. The Hayti Club hopes that musicians of various clubs will furnish music for the picnic. Officials of the Frisco are urged by the Hayti Club to attend this picnic. Club presidents are to inform H. A. Rogers, president, how many will attend, so that train accommodations can be provided. The Hayti Club will inform club presidents of the date for the picnic in time for the making of arrangements to attend.

Honor guests at the meeting May 14 were J. R. Holland, president of the Chaffee, Mo., club, and A. G. Anderson, president of the Blytheville, Ark., club.

Monett, Mo.

President J. J. Charles and Secretary Mrs. Pearl E. Lewis were re-elected by acclamation at the semi-annual meeting of the Frisco Employes' Club of Monett, Mo., held May 14, with Mr. Charles presiding. R. G. Kaufman was elected vice-president by acclamation. He succeeds Mont. Bentley.

High lights of this meeting were the reading of correspondence relative to traffic solicitation by members

LAST SPIKE DRIVEN

The completion of rail laying on one of the largest railroad building projects in America was reached May 14 at Demopolis, Ala., when the last spike was driven in the 150-mile link constructed by the Frisco from Aberdeen, Miss., south to Kimbrough, Ala. The two lines, one building north and the other south, met at a point three miles north of Demopolis, and the last spike was driven by Percy G. Coleman, president of the Demopolis Chamber of Commerce.

The Frisco has already spent approximately \$6,500,000 in the construction of this new road, which will connect with the Frisco's recently purchased line from Kimbrough, Ala., south to Pensacola, Fla. A total cost of \$7,000,000 is expected before the road will be open for commercial business about June 1, President J. M. Kurn of the Frisco announced May 15.

of the club, reports of business obtained, short talks, decision to hold a "pep meeting" soon, and the planning of an entertainment before the strawberry season is over in honor of representatives of various railroads who are at Monett in the interest of the strawberry movement.

Sherman, Texas

Plans for a picnic May 30, of the Frisco employes' clubs of Sherman and Fort Worth, and also for all other employes of the Texas Lines and their families who can attend, were made May 15, by approximately 150 members of the Sherman club. The meeting was called by H. L. McDuffie, president of the latter club.

This picnic was held while this number of *The Frisco Employes' Magazine* was on the press and an account of it could not be included.

Chaffee (Mo.) Girls' Club

The Frisco Girls' Club of Chaffee, Mo., was entertained socially at the home of Miss Esther Rigdon, on May 9, and again at the home of Miss Anna Guethle on May 2. There was a 100 per cent attendance at a bridge party, given the Frisco Club by Miss Elizabeth Greishaber on April 25.

The Poplar Bluff, Mo., Club has invited the Chaffee Girls' Club to join them on an all-day fishing trip to Van Buren in the near future.

Salem, Mo.

J. H. Livingston, milk traffic agent, St. Louis, was the principal speaker at the meeting of the Frisco Employes' Club of Salem, Mo., held the night of May 16. W. M. Bernard,

agent, president of the club, presided. The attendance was 19.

Mr. Livingston was introduced by President Bernard and delivered an address on co-operation of Frisco employes and on traffic solicitation. Besides Mr. Bernard the officers of this club are: W. S. Elayer, conductor, vice-president, and C. A. Leonard, operator, secretary. The club's membership now totals 30, which includes nearly all Frisco employes at Salem.

Chaffee, Mo.

The close co-operation of the city officials and business men of Chaffee, Mo., with the Frisco Employes' Club of Chaffee was demonstrated again during the meeting of the club the night of May 17, when Mayor X. O. Ray; Dr. W. A. Walling, president of the Chaffee Chamber of Commerce, and several big business men of the city, were in attendance. The business men signified their willingness to co-operate with the club in making the twilight baseball league, sponsored by the club, a success. This was the second meeting of the club that Mayor Ray had attended.

J. R. Holland, operator-clerk, president of the club, presided. Mrs. E. Riemer, played "America" while the assemblage sang and a short business session followed, consisting of a report by C. McBroom, chairman of the greater traffic committee of the club. Reports of other committees were given by Frank Brockmeyer, orchestra committee; Ray Fatchett, athletic committee; H. E. Hopkins, tennis club; O. P. Krueger, club secretary-treasurer. C. A. Goddard, a representative of the Business Men's Baseball Team, reported activities of his organization.

Short talks were made by Mayor Ray; L. J. Heyman president, Premier Manufacturing Company; Doctor Walling, president of the Chamber of Commerce; P. N. Keller, secretary of the Chamber of Commerce; J. B. Payne, president, Crown Manufacturing Company; Mr. Goddard, baker; L. L. Grisham, clothier; D. E. Rigdon, manager, Enterprise Mill & Grain Company, and William Pfefferkorn, president of the Chaffee Lumber and Supply Company.

To stimulate more interest in the Twilight baseball league H. E. Hubbard, general roundhouse foreman and vice-president of the club, suggested that the business men close their stores at 5 o'clock on Tuesdays and Thursdays, when the games of the Twilight league are played, so that employes and their families could attend the games. Business men present were in favor of a move of this kind and offered their assistance in making the Twilight league a success.

A by-law committee with R. E. Breedlove as chairman was elected to draw up a set of by-laws for the club and submit them at the next meeting, June 6.

A street dance will be held May 31, it was announced.

Other guests of the club the night of May 17 included: J. G. Sarius, Jr., general agent, and Frank Brockmeyer, messenger. The attendance was twenty-nine employes and nine business men.

Birmingham, Ala.

The 200 members of the Frisco Employes' Club of Birmingham, their wives and sweethearts, attended the dinner-dance given by the Birmingham Club at the Axis Tea Room at 7 o'clock the evening of May 17th. An excellent dinner was served and Martin Jennings, president, then turned the meeting over to C. J. Thompson, chairman of the entertainment committee.

Mr. J. W. Skaggs, superintendent of terminals at Birmingham, was toastmaster. Mr. S. W. Lee, president of the Buffalo Rock Company of Birmingham, manufacturers of ginger ale, not only furnished several cases of his product as refreshments for the dance, but delivered a highly interesting address on Alabama, and particularly the Birmingham district. Mr. Lee was introduced by Mr. Erskine Ramsey, widely known Birmingham financier. Both of these men are ardent Frisco boosters and have been interested in the growth and promotion of the Frisco Employee Club at Birmingham from its start.

Mr. W. L. Huggins, Jr., editor of the *Frisco Magazine*, was also on the program and spoke of the Frisco club organizations and other activities.

An interesting feature of the evening was the introduction of Mr. J. E. Springer, who has just come to Birmingham as general agent, succeeding Mr. D. F. McDonough. The enthusiastic welcome of Birmingham employes to Mr. Springer was expressed in the introduction by Mr. Skaggs. Mr. Springer was also presented with the hand of welcome, literally as well as figuratively. Amid tremendous applause he was given a stuffed work glove, signifying the hearty welcome of Birmingham employes.

Mr. E. C. Greenwell, prominent orchestra leader of Birmingham also appeared on the program for several numbers at the piano and later led his orchestra in music for the dancing which lasted until midnight.

This is the fourth of several similar parties given by the Birmingham Club, all of which have been great successes.

1928---Important Conventions---1928

Below is a list of important conventions which will be held during 1928. The Passenger Traffic Department will welcome any information that might be of assistance in securing travel to these meetings. Any communication in connection therewith should be addressed to nearest passenger department representative or to Mr. J. W. Nourse, General Passenger Agent, St. Louis, Mo.

Natl. Electric Light Assn.....	Atlantic City, N. J.	June 4-8
Loyal Order of Moose	Mooseheart, Ills.....	June 4-6
Natl. Assn. of Credit Men.....	Seattle, Wash.	June 10-15
Natl. Assn. of Real Estate Boards.....	Louisville, Ky.	June 11-15
American Medical Association.....	Minneapolis, Minn.....	June 11-15
Traveler's Protective Association	Oklahoma City, Okla.....	June 11-16
Natl. Assn. Retail Grocers	New Orleans, La.	June 11-14
Junior Chamber of Commerce of U.S.....	San Antonio, Tex.	June 13-16
Natl. Republican Convention.....	Kansas City, Mo.	June 12-16
Kiwanis International	Seattle, Wash.	June 17-21
Natl. Assn. Master Plumbers.....	Memphis, Tenn.	June 19-21
Kotary International	Minneapolis, Minn.....	June 18-22
Natl. Democratic Convention.....	Houston, Texas	June 26
Disabled Amer. Vet. of World War.....	Denver, Colo.	June 24-30
Natl. Education Association.....	Minneapolis, Minn.....	July 2-7
Baptist Y. P. U. of America.....	Kansas City, Mo.....	July 4-8
Intl. Advertising Association.....	Detroit, Mich.	July 8-12
B. P. O. E. Grand Lodge.....	Miami, Fla.	July 9-12
Lion's International	Des Moines, Iowa.....	July 10-13
Walther League	Milwaukee, Wis.	July 15-19
Knights Templar	Detroit, Mich.	July 16-19
Fraternal Order of Eagles.....	Columbus, Ohio	Aug. 6-11
Veterans of Foreign Wars.....	Indianapolis, Ind.	Aug. 26-Sept. 1
Natl. Bapt. Conv. (Women's Aux.).....	Louisville, Ky.	September 5
I. O. O. F.	Montreal, Que.	Sept. 17-22
American Legion	San Antonio, Tex.....	Oct. 8-12, Inc.
Grand Army of the Republic.....	Denver, Colo.	Sept. 16-23
United Spanish War Veterans.....	Havana, Cuba	Oct. 7-12
National Dairy Association	Memphis, Tenn.	Oct. 13-20
Internatl. Petroleum Exposition.....	Tulsa, Okla.	Oct. 20-29
Mystic Shrine (A. A. O. N. M. S.)	Los Angeles, Calif.....	May 1929
Rotary International	Dallas, Texas	June 3-7, 1929
Internatl. Soc. of Christ. Endeavor.....	Kansas City, Mo.....	July 1929

Tulsa, Okla.

An address on traffic solicitation by C. J. Stephenson, assistant to the general manager, Springfield, and the planning of a picnic for the club and families of members constituted the principal features of the business meeting of the Frisco Employes' Club of Tulsa, held at the Knights of Columbus hall the night of May 16. The attendance was fifty persons.

Fay Warren, president of the club, presided. The picnic will be held at the new park nearing completion at Tulsa.

Girls' Club of Springfield

The May luncheon of the Girls' Club of Springfield, was held on Wednesday, May 16, at the Ontra Cafeteria, with 130 in attendance. The committee in charge of all arrangements was composed of Miss Matilda Hoffman, secretary in the signal department; Miss Lucy Good, chief clerk in H. W. Hudgen's office and Myrtle Pearson of the local agent's office. The tables were artistically decorated with sweet peas and miniature bridges, trestles, telegraph poles, freight trains, etc., added a novelty and decidedly railroad at-

mosphere. Special favors of boxes filled with butter scotch candy were donated by the Davis Candy Company, a local concern.

Miss Marie Arnold, president of the club, presided as toastmistress. The Paramount quartet, composed of Ralph Matthews, Ira Smith, Joe Weddell and Cecil Waites, rendered several peppy songs and melodies. Immediately after the music, Mr. John L. McCormack, superintendent of F. L. and D. claims, was called on by the toastmistress and after a few remarks introduced in turn the three honor guests, namely, Louis Reys, Geo. Bender and W. E. Cundiff, prominent business men and officers of the Associated Retailers of Springfield, who made very interesting talks. Mr. J. H. Brennan, superintendent of telegraph, was a special railroad official guest and inasmuch as it was his first time to attend a luncheon of the girls' club, he expressed himself as being highly pleased with the organization and pledged his support and co-operation.

The swimming class under the supervision of Miss Florence Baker

(Concluded on next Page)

WITH FRISCO CLUBS

(Continued from Page 16)

of the Y. W. C. A. is making great progress and by the time the swimming season opens, the Frisco Railway will have a number of girls qualified to be life savers.

The choral and dramatic clubs will furnish a splendid program the night of June 18 for the benefit of the Frisco veterans who will be in attendance at the yearly reunion to be held in Springfield on Monday and Tuesday, June 18 and 19. The music is being supervised by Prof. Ritchie Robertson, famous Boy Scout Band director, while the dramatic work is being directed by Miss Dorcas Marcell, an expression teacher in Springfield.

Members of the St. Louis Girls' Club will bring to a close their first year's inter-club work on June 17. The year has been a most successful one. The choral and bowling clubs have disbanded for the summer, and in their place riding, golf, swimming and hiking clubs have been formed. A boat ride is being planned for July 11, further announcements to be made later.

The dramatic club has distributed tickets for a play, "Miss Fearless & Company," to be given at the Knights of Columbus Hall, 3549 Olive Street, St. Louis, the night of June 6. The admission will be fifty cents. This is the second performance to be given by the dramatic club, and a splendid crowd is already assured. There will be dancing following the performance.

The May luncheon of the Club was held at the American Annex Hotel, May 28, with an attendance of 250. Mr. F. W. Young, paymaster, was guest of honor. Miss Evelyn Kiessling, reader, furnished an interesting number, and the Ukulele Club favored the club with several selections preceding the luncheon. A greater part of the meeting was taken up with announcements and plans for the election of new officers.

Blytheville, Ark.

Talks on traffic solicitation and a round table discussion of a division picnic in the near future was the principal business transacted at the meeting of the Blytheville Frisco Club held May 17 in passenger station, attended by twenty members and three visitors.

The meeting was called to order by A. G. Anderson, agricultural agent and president of our club, who spoke of future entertainments, traffic solicitation and the prospects of a good fruit crop.

E. F. Blomeyer, agent and chair-

Frisco Son and Daughter Win Typing Honors



MISS HAZEL SUTTLE

HAZEL SUTTLE, 16 year old daughter of J. V. Suttle, boiler-maker for Frisco Lines at Monett, recently won first place in the State Typewriting Contest, held at Columbia, Mo. Her average in the contest was 61.3 words a minute. This entitles Miss Suttle to a trip to Los Angeles, California, all expenses paid, where she will compete in the International Contest to be held in October.

Cecil Cannady, 16 year old son of Wilford L. Cannady, switchman of Monett, also competed on the Monett team with Miss Suttle and another



CECIL CANNADY

high school boy, (not a member of the Frisco family) in the annual typewriting contest held at Springfield Teachers' College, April 11, where thirty-five high schools competed, and the team won second place. At Columbia Mr. Cannady made an average of only 56.98 words a minute, which entitled Miss Suttle to first place.

This is Miss Suttle's first year of typewriting, and her friends and acquaintances feel sure that she will bring credit to Monett and win an easy victory in the Los Angeles meet.

man of solicitation committee talked on securing business, and stressed the importance of making a report of any prospect, so that it will get into the proper channels and materialize into something worthwhile. M. Owens, agent at Bassett, made reference to bus and truck competition.

Everyone present at the meeting was enthused regarding a future picnic, in which the employees and their families from Memphis to St. Louis and Jonesboro Sub will participate. Present plans indicate this is to be one of the greatest events that has ever been held by the Frisco in this section of the country.

Tulsa, Okla.

C. J. Stephenson, assistant to the general manager, Springfield, Mo., was the principal speaker at the meeting of the Frisco Employees' Club of Tulsa held May 16. Mr. Stephenson related many cases where courtesy shown by Frisco employees to the public had obtained new business and

new friends for the Frisco.

The meeting was held in the meeting hall of the Tulsa local of the Frisco Association of Metal Crafts and Car Department Employees, the Knights of Pythias Hall.

The Tulsa club is planning a joint picnic with the Sapulpa club, to be held June 15 at Crystal City, near Tulsa.

Out-of-town guests at the May 16 meeting of the Tulsa club, besides Mr. Stephenson, included A. Morgan and Miss Jennie Aitchison, both of Sapulpa, and F. W. Wasson, publicity manager of the Crystal City Park. The total attendance was fifty.

The next regular meeting was set for June 13, at the Knights of Pythias hall, Tulsa.

Men's Club, St. Louis

Mayor Victor J. Miller, of St. Louis, was scheduled to deliver the principal address at the meeting of the Frisco Men's Club of St. Louis set for May 25, at the American Hotel Annex.

Rough Handling Shows Increase First Four Months of 1928

FOR the first four months of 1928 the amount of damage to Frisco freight cars by rough handling increased 46.8 per cent and the number of cars damaged increased 2.2 per cent, as compared with the corresponding period of 1927, the comparative statement issued May 8, from

the office of the car accountant, Springfield, Mo., shows.

The report shows that for the period in 1928, there was a decrease of .6 per cent in the number of cars handled per car damaged, and an increase of 44.99 per cent in the amount of damage per car handled.

In a letter to superintendents M. M. Sisson, assistant general manager, Springfield, deplores this increase in rough handling and urges superintendents to correct the situation soon and strive for a 50 per cent reduction in the amount of rough handling this year, as compared with last year. The comparative statement:

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED		STANDING DIVISION OR TERMINAL		
	1928	1927	1926	1928	1927	1926	1928	1927	1926	1928	1927	1928	1927	1926
TERMINALS														
Springfield.....	3	1	5	\$ 135.00	\$ 770.00	\$ 780.00	263,048	250,571	260,392	.0011	.0016	.0019	1	1
Birmingham.....	11	10	13	800.00	658.50	2,520.00	243,650	255,955	290,825	.0045	.0039	.0045	2	2
Tulsa.....	16	31	75	950.00	2,703.00	1,129.00	290,092	257,079	213,315	.0055	.0121	.0352	3	4
Memphis.....	42	52	130	2,462.50	1,398.00	5,386.20	308,273	293,434	393,578	.0136	.0177	.0330	4	5
St. Louis.....	34	25	14	750.50	366.00	424.00	244,268	240,515	245,916	.0139	.0104	.0057	5	3
Kansas City.....	39	54	66	1,551.00	1,154.50	2,393.00	250,388	222,455	225,840	.0156	.0243	.0292	6	6
Total.....	145	176	303	\$ 6,649.00	\$ 7,050.00	\$12,932.20	1,599,719	1,520,039	1,629,866	.0091	.0116	.0186		
DIVISIONS														
Western.....			3			\$ 35.00	73,099	80,490	75,365		.0040		1	1
Southwestern.....	13	3	81	\$ 430.00	\$ 125.00	2,077.50	333,889	362,735	366,114	.0039	.0008	.0221	2	2
Southern.....	16	19	16	1,615.00	879.00	723.00	300,622	309,666	341,109	.0053	.0061	.0047	3	5
Central.....	11	6	1	205.00	420.00	15.00	126,363	130,491	136,433	.0087	.0046	.0007	4	4
Eastern.....	25	8	14	2,598.50	556.00	265.78	265,906	269,811	282,403	.0094	.0030	.0050	5	3
Northern.....	44	47	18	2,617.00	1,154.00	304.00	326,092	313,847	352,485	.0135	.0150	.0051	6	7
River.....	20	18	18	1,201.00	782.00	559.00	132,427	132,581	151,326	.0151	.0136	.0119	7	6
Total.....	129	101	151	\$ 8,666.50	\$ 3,916.00	\$ 3,979.28	1,558,398	1,599,621	1,705,235	.0083	.0063	.0089		
Texas Lines.....	11	2	3	894.00	75.00	50.00	48,246	39,476	48,701	.0228	.0051	.0062		
Total System.....	285	279	457	\$16,209.50	\$11,041.00	\$16,961.48		56.88						

YALE TERMINALS OPEN

(Continued from Page 5)

endless chain conveyor working through a concrete tunnel 300 feet long which is constructed under the yard tracks from the plant to the icing platforms. The ice is hoisted and conveyed by electrical operation. The icing dock is 24 feet wide and 500 feet long and 30 cars can be iced per setting. It is electrically lighted throughout and equipped with necessary salt boxes and crushers.

The five tracks seen at the extreme left of the photo constitute the coach yards. These yards have a 72 car capacity with two additional drop pit tracks for the removal of coach wheels. The coach building (under construction at far end of tracks) is 18 by 100 feet in dimension, with wood and concrete floors, lockers, toilets and shower baths to accommodate 72 men. The upholstering, electrical department and Pullman supplies storage rooms are also housed in this building.

And this is what Memphians saw today as the new terminals opened for business.

Nor does their vision end with this magnificent display of terminal facilities.

Memphis business men can forsee

in the not far distant, a Yale terminals far busier. For when the Frisco's new port at Pensacola is opened shortly, the Yale terminals will be called upon to perform the work for which they were constructed—that of expediting the handling of equipment, breaking and making up long trains of freight for export, returning long trains of import delivered from vessels docking at Pensacola, and linking more efficiently together the great shipping gateways of St. Louis and Kansas City to the port of Pensacola—the Frisco's outlet to the gulf.



The above is a photograph of a sign which has been placed on the Frisco right-of-way by the Chamber of Commerce of Chaffee, Mo., and which advertises both the Frisco and Chaffee.

ENGINEMEN TO CHICAGO

The International Railway Fuel Association held its 20th Annual Convention in Chicago, Ill., from May 8 to 11 inclusive.

The primary interest of this Association is to promote ideas and devices that will result in the saving of "Fuel" also through medium of addresses, advance the knowledge in uses of fuel and create a greater interest in fuel economy.

In appreciation of their co-operation in helping to bring about a decrease in fuel, the Frisco selected an engineer and fireman from each division to send to this Convention.

The following engine men attended:

Mr. Geo. Berger, Mr. Lee A. Harrison, Eastern; Mr. E. C. Jacobs, Mr. J. N. Pratt, Southern; Mr. A. W. Ausbusch, Mr. J. R. Frank, River; Mr. H. A. Haines, Mr. E. E. O'Connor, Northern; Mr. O. L. Martin, Mr. J. Stroud, Southwestern; Mr. H. P. Dutton, Mr. F. C. Fry, Central; Mr. H. P. Collins, Mr. J. W. Bishop, Western; Mr. G. A. Madden, Mr. R. B. Snow, Texas Lines.

The fuel showing made in the year of 1927 was gratifying indeed and through continued co-operation by all such as has been displayed by these men, will result in an even better showing being made in the year of 1928.

ROADS SERVE BANQUET

Unique Entertainment Given 650 Editors at Columbia Mo., May 11

A BANQUET characterized as "the most unique and successful" in its history, ended the world-famous Journalism Week of the School of Journalism, University of Missouri at Columbia, Mo., the night of May 11. It was attended by more than 650 newspapermen of the Middle West and their wives, and was sponsored by the American Railway Magazine Editors' Association.

The entire banquet arrangements were in charge of W. L. Huggins, Jr., of the Frisco, vice-president of the Railway Editors' organization. The food was furnished by the railroads, members of the A. R. M. E. A., and consisted of the following items: strawberries (Frisco), broiled lake trout (Rock Island), parsley butter (M-K-T), Parisian potatoes (Maine Central), fried spring chicken, southern style (Wabash), Klamath potatoes (Great Northern), new string beans fleurette (New York Central), whole tomatoes, peeled, chilled (Illinois Central), head lettuce, individual dressing (Southern Pacific), ice cream (Pennsylvania), salted peanuts (Norfolk & Western), blueberry conserve (Louisville & Nashville), mints (B. R. & P.), coffee (B. & O.), and cigars and cigarettes (Missouri Pacific and Chesapeake and Ohio).

The entrance to the dining hall represented an observation car entrance, complete to the standards and illuminated rear sign, and the conductor who took the banquet tickets. Regulation chairs and trimmings greeted the eye, and one passed on into the main dining hall.

The speakers' table was a replica of the interior of a dining car. It was viewed from the audience as if it were cut in two, longitudinally. The kitchen could be seen, and the quartet tables were attractively and uniquely arranged and decorated. The layout was constructed in the Katy Shops at Sedalia, Mo., under the direction of Master Mechanic C. E. Carnish.

The fifty waiters who served the guests had on serving coats from five of the Missouri roads, with emblems signifying the road on each sleeve. Chef and steward stood in attendance at the speakers' table.

To add a realistic touch, Dean Walter Williams, who presided at the banquet called the meeting to order by ringing a huge locomotive bell.

Souvenirs were in abundance and each guest carried away an armful, following the delightful program.

They Head Traffic Clubs in Respective Cities



GEO. F. MACGREGOR



JOHN N. CORNATZAR

THE Frisco enjoys a unique distinction at this time of having two of its officers hold the position of president of traffic clubs in two of the most important cities on its rails. Mr. Geo. F. Macgregor, Executive General Agent for Frisco Lines at Kansas City, Mo., was recently elected president of the Kansas City Traffic Club for 1928. His election was followed by that of Mr. J. N. Cornatzar, Passenger Traffic Manager of Frisco Lines at St. Louis to the presidency of the St. Louis Traffic Club.

Mr. Macgregor has had 45 years' service with the Frisco, beginning in 1883 as a clerk in the accounting department of the old K. C. F. S. & M. Railway Company, now a part of the Frisco. He has been an officer in the accounting, operating and traffic departments during his career. From 1899 to 1901 he was assistant comptroller of the K. C. F. S. & M. and during the war was Director of Investigation of the U. S. Fuel Admin-

istration at Washington, D. C. Mr. Macgregor was made Executive General Agent at Kansas City in 1923.

Mr. J. N. Cornatzar has also had a long service in railroading, beginning in 1887 as a telegrapher for the Mobile & Ohio at Humboldt, Tenn. He also joined the Frisco forces through the K. C. F. S. & M. line as general agent at Atlanta, in 1901, when the Frisco purchased the road. He has been division passenger agent and assistant general passenger agent at Memphis, and was appointed passenger traffic manager of the Frisco in 1920. On March 1, 1928, Mr. Cornatzar was placed in charge of the Frisco's development activities and the additional title of Director of Development.

The St. Louis traffic club's new president succeeds Mr. W. R. Huey, traffic manager of the Bemis Brothers Bag Company. Founded in 1909, the traffic club now has 875 members and is one of the oldest traffic clubs in the United States.

Messrs. S. O. Dunn of the Railway Age and Hal S. Ray and W. E. Babb of the Rock Island Railroad were the speakers, and other guests of honor at the speakers' table paid high tribute to the American railroads.

Prior to the program, the Missouri Pacific Orchestra of Sedalia furnished a varied program of music, and one of the first numbers on the program was the Red Arrow Quartette of the Pennsylvania Railroad, sent to the banquet from Pittsburgh, Pa. They responded to numerous encores.

HUTCHISON ON PROGRAM

Mr. J. E. Hutchison, vice-president, in charge of operation, will be a principal speaker at the annual convention of the American Association of Railroad Superintendents, to be held at Memphis, June 12-14, and to be attended by approximately 2,000 railway superintendents from many parts of the United States, Canada and Mexico.

The best music—the laughter of a little child.

'BOARD FOR VETS' REUNION 2,500 Honor Roll Men and Wives to Springfield, June 18-19

ALL plans are complete for the annual reunion, barbecue, picnic, business meeting and banquet of the Frisco Veteran Employees' Association, to be held at Springfield, Mo., on Monday and Tuesday, June 18 and 19. Approximately 2,500 veterans and their families are expected to be in attendance.

The price of the tickets will be \$1.50 per person and one ticket will include admission to the picnic and barbecue at Doling Park, and entertainment given by the Frisco Girls' Club of Springfield at the Pipkin Junior High School, as well as the banquet on the following Tuesday evening, the 19th, at the Shrine Mosque.

As usual, the veterans will assemble at the Colonial Hotel, Jefferson and St. Louis Streets, on Monday morning, 7:30 a. m. to 9:30 a. m., for the purchase of tickets, registration, securing badges, etc. Special street cars and automobile service will be provided from the hotel to and from the park.

The crowd will assemble at Doling Park at 10:30 a. m., where the welcome address will be delivered by Hon. T. H. Gideon, Mayor of Springfield. At 12:15 p. m. the "chow" line will form and at 1:30 p. m. the group picture of the assembly will be made.

The athletic contests, consisting of races, horseshoe pitching contests, etc., as well as dancing in the pavilion and a bathing beauty contest and other aquatic sports will be held from 2:00 p. m. on. Valuable prizes are to be awarded the most graceful and the most awkward dancers on the dance floor. The dancing pavilion will be in charge of Mr. C. C. Mills, accident prevention agent, and the athletic events will be under the supervision of Mr. C. H. Baltzell.

At 7:30 p. m. an entertainment and musical revue will be given by the Frisco Girls' choral and dramatic clubs at the auditorium of the Pipkin Junior High School at the corner of Boonville and Webster Sts. Special cars and transportation will be provided from the Colonial Hotel to the school and return.

On Tuesday morning, June 19, the veterans will assemble at the Shrine Mosque at 9:00 a. m., while their wives, members of the Auxiliary, will assemble at 10:00 a. m. on the roof garden, Kentwood Arms Hotel. Both meetings will be devoted to the transaction of business, election of officers, etc. Members of the auxiliary have

Shrine Pilgrims to Miami Council Meeting Via Frisco Lines



This photo was taken at St. Louis Union Station a few moments before the two special Frisco trains left for Miami.

AROLLICKING group of members of Moolah Temple, Ancient Arabic Order, Nobles of the Mystic Shrine, of St. Louis, and the wives of many of them, in all numbering approximately 500, left the St. Louis Union Station at 9 a. m. April 28, in two special de luxe trains of Frisco Lines for a pilgrimage to the fifty-fourth annual session of the Imperial Council of the Order, to be held at Miami, Fla., May 1-3, inclusive.

This was said by members of Moolah Temple to be the largest group of its members ever to go to an Imperial Council session. Each of the two trains, which left the station a few minutes apart and will keep practically that distance apart all the way to Florida, was nearly a quarter of a

mile long. Each train contained two diners, coupled adjoining each other, two locomotives, double-headed, and Pullman compartment, standard sleepers, and observation compartment cars. At the rear of each observation platform a large, electrically illuminated emblem of Moolah Temple, was carried.

George H. Fox, potentate of Moolah Temple, and the Temple's band and its patrol, was aboard the two Frisco special trains. One of the trains was under the supervision of Harrison Will, division passenger agent of the Frisco, and the other was chaperoned by C. H. "Uncle Charley" Baltzell, special representative of the general manager of the Frisco, both of St. Louis.

arranged for a luncheon to be served at noon at the Kentwood Arms Hotel at seventy-five cents a plate, and have issued a cordial invitation for all veterans and their wives to attend.

At 2:00 p. m. the veterans and their wives will assemble in the Shrine Mosque where a musical entertainment, community singing, and short talks by veterans, officials, etc., will be enjoyed. Mr. Harry L. Westbrook, district attorney for the Frisco at Jonesboro, Ark., will deliver the principal address.

The banquet will be served in the Shrine Mosque at 6:00 p. m., and the women employes of the Frisco general office building will serve.

Following the banquet, the final session will be held in the auditorium of the Shrine Mosque, which will include a concert by the famous Springfield

Boy Scout Band and a drill by the Springfield High School Girls' Drum Corps, under the personal direction of Pro. R. R. Robertson.

The principal speakers at the farewell session will be President J. M. Kurn and Dr. D. J. Evans, pastor of the First Baptist Church of Kansas City and director of the largest business men's Bible class in the United States.

At a meeting of officers of the Ladies' Auxiliary, held in St. Louis, May 19, when Mrs. W. R. Boyd, president, Mrs. W. L. Spangler and Mrs. W. E. Belter, vice-president and Miss Susie S. Fish, secretary, were present, they requested all women employes with twenty or more years' service, as well as all veterans and their families to attend the reunion.

Frisco Passenger Trains 97.4 Per Cent on Time in April

OF the 5,626 passenger trains operated by Frisco Lines during April, 1928, 5,479 of these trains, or 97.4 per cent, maintained

their schedules or made up time, states the monthly comparative statement issued by F. H. Shaffer, general manager, Springfield, Mo. This com-

pares with 83.5 per cent for April, 1927, and with 97.3 per cent for March, 1928.

The statement:

DIVISION	Total Trains Operated		Total Trains Maintained Schedule or Made Up Time				Per Cent Trains Maintained Schedule or Made Up Time			Standing of Divisions		
	April 1928	April 1927	April 1928	April 1928	April 1927	April 1926	April 1928	April 1927	April 1926	April 1928	April 1927	April 1926
Western.....	210	206	210	208	205	208	99.0	99.5	99.0	1	1	1
Northern.....	1290	1272	1470	1278	1072	1445	99.0	84.3	98.4	1	4	4
River.....	1008	636	831	995	534	820	98.7	83.9	98.7	2	5	3
Central.....	598	534	720	584	467	712	97.7	87.5	98.9	3	2	2
Southern.....	780	743	840	755	627	815	96.8	84.4	97.0	4	3	6
Southwestern.....	900	825	840	870	656	826	96.7	79.5	98.3	5	6	5
Eastern.....	600	630	770	560	470	733	93.3	74.6	95.2	6	7	7
Total Operated.....	5386	4846	5681	5250	4031	5559	97.5	83.2	97.9			
Texas Lines.....	240	240	180	229	214	173	95.4	89.0	96.1			
Total for System.....	5626	5086	5861	5479	4245	5732	97.4	83.5	97.8			

FIVE OFFICERS PROMOTED

(Continued from Page 9)

sition he held at the time of his promotion to traffic manager.

Mr. J. E. Springer was born at Severeance, Kansas, and entered the service of the old K. C. F. S. & M. March 1, 1898, at Mountain Grove, Mo., in the capacity of night operator. He transferred to Grandin, Mo., as agent on September 28, 1901. He left the service August 10, 1902, but returned again as soliciting freight agent, Oklahoma City, October 1, 1903, and was later promoted to the position of traveling freight agent. He transferred to St. Louis, Mo., as industrial agent August 1, 1910; transferred to Houston, Texas, January 1, 1913, in charge of industrial work, New Orleans to Brownsville. Following receivership in May, 1913, he returned to St. Louis as chief clerk, department of development. During 1918, when the railroad administration discontinued all industrial work, he transferred to Birmingham as division freight agent. On December 1, 1918, he returned to St. Louis as assistant industrial commissioner, Frisco-Katy Lines, operating at that time under the same Federal Manager. When the commercial offices were opened March 1, 1920, he left the industrial work to accept the position of division freight agent, Tulsa, Okla. On August 15, 1920, he transferred to Atlanta, Ga., as general agent, freight department, serving in that capacity until his present appointment.

W. H. Crowe began his service with the Frisco as a call boy in the Memphis Terminals in 1912 and afterwards served in various clerical capacities in the terminal, earning the

reputation of being one of the most efficient and accommodating clerks at that point. In 1923 he came to the traffic department as assistant rate clerk, was later promoted to the position of chief rate clerk and then to traveling freight agent, which position he held until his appointment May 15, as division freight agent at Pensacola.

ENG. EKSTROM HONORED

Mr. A. T. Ekstrom of Muskogee, Oklahoma, engineer on the Muskogee sub, a member of John W. Nelson division No. 445 of the Brotherhood of Locomotive Engineers was honor guest at a banquet and meeting of the organization at the Woodman's hall, Fort Smith, Tuesday evening, May 15, when he was presented with the 40 year badge that is given by that organization to those that have been members of the organization for that length of time.

Mr. J. L. Haley, chief engineer of division 445 of Fort Smith, was toastmaster, and Mr. J. W. Thomason, secretary of the division and who had fired for Mr. Ekstrom, made the presentation speech.

After the banquet the following program was given: Solo dance, Lila Jean Ayers, accompanied at the piano by Esther Graham; piano solo, Virginia Walkord; reading, Lillian Harlan; vocal solo, Della Mae Dorough; and piano solo, Charlotte Nulph. The banquet was served by the G. I. A. Ladies of the B. of L. E.

Addresses were made by Messrs. S. T. Cantrell, superintendent of the Central division; J. D. Heyburn, master mechanic of the Central division; John W. Bowler, general chair-

man of the brotherhood of engineers on the Frisco; E. W. McCutchan, general chairman of brotherhood of engineers on the Kansas City Southern; and Mr. Clark, chief engineer of division 524, Van Buren.

OKLA. CITY GREET'S 'EM

When the representative business men of Oklahoma City, traveled via the Frisco Lines on their Twenty-seventh Goodwill Tour, May 12, it occurred to Mr. W. A. Schubert, roadmaster, that they should be greeted and welcomed with a word from the Employees Club of that City.

He drafted the following letter, mimeograph copies were made and one placed in the hands of every man on the special:

"The Frisco Employees' Club of Oklahoma City, extends greetings to representative business men of Oklahoma City on their 27th Goodwill Tour.

"We would like to invite your attention to the following figures which may be interesting:

"Payroll to Frisco employees living in Oklahoma City, approximately \$100,000.00 per month, or \$1,200,000.00 per year. Total number of Frisco employees living in Oklahoma City, 685, of which 330 own their own homes and have 1,220 dependents making 1,905 residents of the city spending inside of the city limits, approximately \$1,00,000.00 per year.

"The Frisco Railway operates daily into and out of Oklahoma City, 16 passenger trains, and 12 freight trains."

A RECORD AT SPRINGFIELD

Freight Platform Employees Handle 25,513 Shipments On One Error

THE freight platform employees at Springfield, Mo., made the best record for handling freight during April of this year that has ever been made on the freight platform of any of the stations in the so-called Group No. 1 stations which consists of St. Louis, 7th Street, St. Louis, Broadway Station; Kansas City; Memphis; Tulsa and Springfield, according to Mr. J. L. McCormack, superintendent of freight loss and damage claims.

There were 25,513 shipments handled during April and but one error reported in the handling. The nearest approach to this record was made by the employees on the Springfield platform in August 1924, when there were 24,480 shipments handled with two errors reported. Tulsa station also had a good record in January, 1928, when the employees at that station handled 21,826 shipments with but two errors. Tulsa station also made a record in April, 1928, when they handled 21,711 shipments with but three errors.

All the stations in Group No. 1 made a good showing for April, reducing errors for that month under the month of March, a total of sixty-two.

The men working under Mr. J. L. Boyd, foreman at Springfield and responsible for the good handling reported above and who are entitled to full credit, are as follows:

Mr. Lee Howell, block clerk, and Mr. I. G. Cox, seal clerk. Check clerks: Messrs. Wallace Hay, Chas. Helfrecht, A. P. Wells, P. W. McKinley, C. E. Clark, Guy Gallagher, and John DePriest. Check and Delivery Clerks: Messrs. Chas. Kelly, Fred Cunningham. Stevedores: Messrs. E. F. Henderson, Louis Sweetin, Otis Briggs, Jesse Bockman, Addison Compton, James M. Baker and Luther Trask. Pickers: Messrs. Sam Stanfield, Chas. Cannady, Jas. E. Foster, John W. Gates, Ed. C. Bockman, Fred Snow and John B. Scott. Truckers: Messrs. Oliver Stanfield, Nick Quisenberry, Dan B. Rainey, Lon S. Prophet, Carl Krischel, John S. Haflinger, Mack R. Thompson, Fred Sutter, Oliver Knox, Walter Pittman, Marion T. Kelly, Roy Chrisman, W. M. Ezell and Jay Ezell. Veal checker: Mr. Henry Krischel.

Most of these men have been in the Frisco service long enough to entitle them to hold merit transportation.

Young Woman—"And whose little boy are you?"

Sophisticated Willie—"Be yourself! Whose sweet mama are you?"



The mechanical department of the Southwestern division for the third consecutive quarter won the J. M. Kurn merit cup contested for by the mechanical departments of the division, and the west shops, the north shops, and the reclamation plant, the latter three all at Springfield, Mo. The J. M. Kurn merit cup contested for by the transportation departments of the divisions and the terminals, was won for the first quarter this year by the Memphis terminals.

The contests for both cups is based on casualties per 1,000 man-hours worked at the terminals and the shops mentioned and on the divisions, and announcement of the winner of each cup for each quarter is made by H. W. Hudgen, director of accident prevention, Springfield, Mo.

Memphis wins the mechanical department cup from the Western division which previously had won it from the Memphis terminal.

Of these two quarterly contests Mr. Hudgen said recently:

"These two cups offered by Mr. Kurn have created an active interest in accident prevention between the various divisions and terminals to the extent that a handsome decrease in casualties was made by employees the first quarter of this year, compared with the same period of last year.

"For the first quarter of this year the second best record among the mechanical departments was made by the Southern division and for this period the second best record among the transportation departments was made by the Birmingham terminals."

PRES. KURN LAUDS CONTACT

(Continued from Page 7)

think we can generally agree that there are two fundamentals underlying the success of salesmanship. The character of that which you sell must, in quality, be the equal of any commodity that may be in competition therewith. Having determined the quality, the price thereof shall be fair to the producer or seller, to the receiver or the consumer. If these two qualities representing successful salesmanship are in existence, then there should be no question as to the possibility of a proper preservation of the relationship that would or should exist in that particular transaction. If that be true in the material side of our affairs, why isn't it also applicable to the relationship which should be as between us if we are to have that which we are seeking to accomplish—the preservation of the tie, representing friendship, representing good will, representing assets far beyond those which may be a part or parcel of our individual holdings. Therefore, cannot I leave with you the thought that preservation is just as much to be had in connection with the tie that should exist even for business reasons as between men as it is in connection with the tie you produce and sell to my railroad.

I have heard you all through various agencies call attention to the necessity for conservation. Of course, that might possibly have been more from our side than it has been from your side. Possibly it has been and is now true that it is to the interest of the railroad to conserve that which you have sold it, the tie. It is to the interest of yourself, as well as the railroad, to properly conserve that from which the tie is produced—stumpage. It is to the interest of both to conserve something out of our respective businesses to those who may be called upon to function in our respective businesses after we are no longer here, but for the purposes of the moment, I desire to deal with the question of the conservation of the tie from the angle of the relationship as between us as men. When one makes an unfair demand; when one seeks to secure an unfair advantage; when one says that the decalogue of the Ten Commandments has no place in business; when one has an absolute absence of the slant of the other fellow, our contributions from that source cannot hope to result in the interest of a proper conservation and as to the permanency of the tie, not the one which you produce, but the one which I am thinking of, which should be continued as between us.

Possibly you and I, in the conduct of our respective businesses, have not given as much attention as we should have to that which is going to succeed that which has disappeared. In your business this is covered, possibly, by the well-known term reforestation. I know that I would like to talk to you about reforestation. I would like to say to you that during my lifetime and possibly the lifetime of a few successors, that we will never have a tie, and I now refer to the tie that you produce, that will have such fine transportation results as the present tie, the wooden tie. I possibly should say the treated tie, and I will. The concrete reinforced tie, or any of the substitutes heretofore considered or used for the tie which you produce, will never be enjoyed by those who possibly will continue to use the steam railways for their transportation. What I am endeavoring to convey to you is that if the tie as produced by you is to be continued, naturally reforestation is something to be considered properly and sensibly by us all, but I am not going to talk about the reforestation of that which may be a part of your production. I am going to talk about the necessity for reforestation as applicable to the continued and successful functioning of man. If a man gives no thought, in the hurry of his business, in his anxiety to accomplish a proper performance and proper return to that which is going to be necessary tomorrow, is there, or can there be, that proper tie as between us, that proper preservation, that proper conservation, that are so essential in connection with the continuation of that which we are all so anxious to have, a relationship as between us all.

In brief, are we giving a sufficiency of thought to those who are going to succeed us? Are the organizations being properly supervised? Are we giving but passing attention to the many young men who must be the leaders tomorrow? Could we do something that ultimately would mean that a better condition would exist in his generation for the property in which you are now chargeable with the responsibility of, if a reasonable portion of our time was being devoted to the development of that which is going to necessarily follow us—the young men of today. Should we not exert the same energy, employ the same common sense, in developing the man product of tomorrow as shown in the administration of the affairs under our observation and direction as of today? In brief, should not the question of the reforestation insofar as man is concerned be given the same serious thought as the re-

forestation of that which is essential in connection with the future production of your industry?

Can we not from my presentation of the basic principles of your industry, the tie, the preservation, the conservation and the reforestation, reach a conclusion as applicable to man so that a better contact as between us will result than possibly is the case today. We are all trying to draw near to each other, but the problem seems to be how we can actually accomplish the result. I believe every man to a certain extent honestly would like to sell himself to his friends and associates. Do we not oftentimes wonder why we cannot get more than fifty per cent in our endeavor to meet up with the expectancy of that which in the last analysis is so essential—salesmanship? True, many a person has messed up the whole situation for us by being offensive in his endeavor to be the whole show, but should we, because of the one, refrain from an actually healthy endeavor to sell ourselves and that which we produce to each other? Is it possible that the selfishness of the individual is at the base of our troubles? I have oftentimes heard that such is the case, but I question it. Oftentimes I am inclined to think that we are a little bit individually too sensitive as to how the other fellow might receive us, when if we but knew how anxious he might be to welcome the association that would come from a contact as between the two, we would jump at the chance of improving the relationship. It is my firm belief that there could be a vast improvement if each and every one of us would try honestly to approach the other with the idea uppermost in our mind that he, the other fellow, might have something which would be of material benefit if we but could draw him out and get next to him. I am very strongly of the opinion that a proper contact can and should be established as between individuals, and when established as between individuals, it will project itself into a contact involving groups, and when groups are involved, business comes into the picture and when we can have a proper contact in business, I think some of the vexatious problems which have confronted us all will, to a large extent, disappear. I, therefore, earnestly suggest for your consideration any plan that has for its purpose an improvement in the contact as between men.

Again I thank you for the pleasure of the moment.

Gentlemen, I thank you for your courtesies.

CASUALTIES ON DECREASE

Reduction of 19.8 Per Cent First Four Months of 1928, Record Shows

CASUALTIES on Frisco Lines decreased 19.8 per cent during the first four months of 1928, as compared with the corresponding period of last year and 31.6 per cent during April, 1928, as compared with April last year, according to the comparative statement issued May 12 by H. W. Hudgen, director, accident prevention, Springfield, Mo.

Among Frisco employees alone, the decrease was 25 per cent for the period and 30.4 for April.

The comparative statement of decreases for the period follows:

Transportation	13.0 per cent
M. W. & S.....	28.7 per cent
Mechanical Shops.....	28.3 per cent
All Employees.....	25.0 per cent
Passengers	28.1 per cent
Autoists	28.0 per cent
Licensees	38.4 per cent
Trespassers	35.4 per cent
Total Non-Emp.	7.4 per cent
All injuries: Pass. Aut. Lic.	
Tres. and Emp.....	19.8 per cent

Eighteen meetings were held from April 13 to May 9, with a total attendance of 302 employees. The meeting places and number in attendance follow: Sherman, mechanical department, May 9, 16; Oklahoma City, Okla., mechanical department, May 8, 16; West Tulsa, Okla., mechanical department, May 7, 13; west shops, Springfield, May 7, 16; Monett, Mo., May 4, 26; Enid, Okla., transportation department, May 4, 22; St. Louis Terminals, transportation department, May 3, 41; west coach shop, Springfield, May 3, 15; north shop, Springfield, May 1, 14.

Meetings in April: Bacone, Okla., mechanical department, April 13, 23; Quanah, Tex., April 16, 104; Enid, Okla., mechanical department, April 16, 15; Joplin, Mo., April 17, 18; Kansas City terminal, April 18, 32; Birmingham, Ala., mechanical department, April 19, 36; Chaffee, Mo., mechanical department, April 20, 16; Springfield terminals, April 20, 27; Memphis, Tenn., transportation department, April 23, 31.

Payments by Metropolitan Life Insurance Company to insured officers and employees during April, 1928, totaled \$12,303.91 as follows:

Supervisors, permanent disability benefits, \$1,746; clerks, permanent disability benefits, \$1,317.14; shop group, permanent disability benefits, \$1,429.12; sickness \$3,811.65; death claims, \$4,000.00.

For Meritorious Service

EASTERN DIVISION

Superintendent E. L. Magers reports the following cases of meritorious service:

A. Morrow and Boyd Turner, firemen, Springfield, while deadheading to Springfield, April 7, flagged for the crew of a freight train while the crew was re-railing a car of the train near Billings, Mo. Messrs. Morrow and Turner were given five merits each.

Claude Tuck, J. N. Stephens and Austin Wood, of the water service department, Springfield, when Engine 36 was disabled April 26 at Anaconda, Mo., and was delaying the Bluebonnet, without any instructions got on their motor car, went to Anaconda and gave the engineer sufficient assistance to enable him to get the rods in position so that the engine could be moved to the side track. Messrs. Tuck, Stephens and Wood have been commended.

WESTERN DIVISION

Superintendent S. J. Frazier reports the following cases of meritorious service:

C. E. Dale, engineer, and L. R. Hall, fireman, both of Enid, when entering Winfield, Kan., April 9, saw a Frisco box car on the stone track on fire, stopped their engine and extinguished the fire. Each was given five merits.

NORTHERN DIVISION

Superintendent W. H. Bevans reports the following cases of meritorious service:

G. W. Curtis, agent, Spring Hill, Kans., noticed a brake rod dragging under a car in a train passing his station the morning of April 26 and, being unable to stop train there notified the agent at Ocheltree, Kans., who stopped train. Mr. Curtis has been commended.

C. J. Heitz, conductor; W. R. Talbert, G. R. Moulder and A. T. Walker, brakemen, all of Ft. Scott, Kans., recently chained up a stock car at Elwood, Mo., and handled to Lockwood, Mo. Each has been given five merits.

H. D. Alexander, porter, Monett, Mo., found a brake beam of a baggage car down, April 15, stopped train and with assistance of the engineer and the fireman took the brake beam off and loaded it in the baggage car. Mr. Alexander has been given five merits.

John Moore, section foreman, Webb City, Mo., found a brake beam dragging on a car in train 336, April 13, and notified operator at Webb City, Mo., who notified crew at Oronogo Junction, Mo., and brake beam was removed. Mr. Moore has been commended.

TULSA TERMINALS

Superintendent O. L. Young reports the following cases of meritorious service:

F. A. Hallam, switchman, discovered a defective switch recently. He was given five merits.

MEMPHIS TERMINALS

Superintendent E. E. McGuire reports the following cases of meritorious service:

S. A. Christy, switchman, on April 8, discovered a broken rail in mine line, spiked the rail and flagged train 922, moving this train cautiously over broken rail. He has been given ten merits.

C. H. George, Rock Sarlo, Pell Hendrick and Tom Ford, switchmen, and O. W. Vaughn and B. L. Stevens, engineer, discovered a fire on Memphis bridge, March 31, and assisted in putting fire out. They have been commended.

BIRMINGHAM TERMINALS

Superintendent J. W. Skaggs reports the following cases of meritorious service:

H. W. Venable, switch engine foreman, and R. M. Anthony, switchman, recently discovered a car of cotton seed oil leaking badly and repaired a pipe and stopped the leak. Each has been given five merits.

O. M. Reeser, assistant yardmaster, recently fixed driving brake on Engine 3705 so that it could be worked for balance of shift. He has been commended.

R. J. Vines, switch engine foreman; L. C. Glover, fireman, and Ira O'Connor, engineer, assisted recently in repairing the driving brakes on Engine 3705. They have been commended.

J. H. Coke, fireman, recently discovered a highly intoxicated man getting on his train, immediately had his engineer stop the train, went back and got the man off the train and away from the track. Mr. Coke has been given five merits.

SECTION FOREMEN MEET

Several problems relating to their work were discussed by section foremen and section laborers of the Beaumont sub-division in the waiting room of the passenger station at Arkansas City, Kan., April 29. The meeting was opened by A. L. Fisher, division engineer, Enid, who turned it over to S. Payson, roadmaster, Enid. The attendance was thirty-one.

The attendance, besides section men and Mr. Fisher included: S. J. Frazier, superintendent of the Western division; H. F. Sinclair, claim agent; T. F. Jones, roadmaster; P. D. Hayes, chief clerk; F. H. Wright, maintenance clerk, all of Enid; J. W. "Uncle Bill" Morrill, accident prevention agent, Pacific, Mo.; H. R. Smyer, agent, Arkansas City; C. E. Meeker, frog repairer; E. M. Cheatam, extra gang foreman, the latter two of Enid, and Dr. L. M. Beatson, local Frisco surgeon, Blackwell, Okla.

Talks on the turning in to store rooms of unneeded tools of section laborers, the use on sections of adequate tools, accident prevention work on the part of section men and how the latter can help in traffic solicitation were the high lights of the meeting of section foremen and section laborers held April 15 in the city hall at Clinton, Okla. Seventy-five men attended and A. L. Fisher, division engineer, Enid, presided.

The talks were by Mr. Fisher; S. J. Frazier, superintendent of the Western division, Enid; J. W. "Uncle Bill" Morrill, accident prevention agent, St. Louis; R. C. Canady, assistant superintendent of the Western division, Enid; C. U. Allen, division accountant, Enid; T. F. Jones and S. Payson, roadmasters, both of Enid; P. D. Hayes, chief clerk to Mr. Frazier; A. L. Dobbs, section foreman, Thomas, Okla.; George Wells, section foreman, Bessie, Okla.; C. Laubhan, section foreman, Ames, Oklahoma, and others.

Shortly after noon the meeting adjourned to the Kemp Hotel for dinner. The final address was after the dinner and was by Mr. Frazier, who spoke on traffic solicitation.

The switch crew at the Rosedale, (Kan.) yards in April handled 8,259 cars and made 4,295 switches without a single case of damage or rough handling charged against them.

The crew: T. J. O'Brien, foreman; W. T. Barker, engineer; Willard Moore, feman, and Charles Cupp, Harry O'Brien and G. M. McAninch, helpers.

AGENCY CHANGES

S. A. Leeper installed permanent agent, Chester, Ark., April 25.

W. C. Austin installed permanent agent, Lowry City, Mo., April 25.

A. W. Wasson installed permanent agent, Sedgwick, Ark., April 24.

W. N. Edson installed permanent agent, Bonanza, Ark., April 24.

W. C. Kirby installed permanent agent, Bryant, Okla., April 23.

M. C. Baker installed permanent agent, Grubbs, Ark., April 23.

O. D. Hathaway installed permanent agent, Leflore, Okla., April 23.

F. B. Stoneking installed permanent ticket agent, Maurine, Mo., April 23.

F. M. Wilhelm installed permanent agent, Grant, Okla., April 20.

H. R. Barks installed permanent agent, Neely's, Mo., April 20.

T. A. Buckner installed temporary agent, Sherman, Miss., April 20.

H. L. Hunnicutt installed permanent agent, Welling, Okla., April 20.

C. N. Ellison installed permanent agent, Weleetka, Okla., April 19.

A. G. Phillips installed permanent agent, Quapaw, Okla., April 19.

R. H. Glover installed permanent agent, West Fork, Ark., April 19.

F. B. Poplin installed permanent agent, Bengal, Okla., April 18.

C. M. Whirlow, Jr., installed permanent agent, Gravette, Ark., April 17.

Breckenridge, Okla., agency closed April 17.

A. D. Hare installed permanent agent, Arbyrd, Mo., April 16.

E. R. Slocum installed permanent agent, Depew, Okla., April 16.

V. S. Whitener installed permanent agent, Keiser, Ark., April 13.

R. E. Nichols installed temporary agent, Aldrich, Mo., April 13.

R. E. Essman installed temporary agent, Kirkwood, Mo., April 13.

CHIEF WILSON APPOINTED

Announcement of the appointment May first of E. H. Wilson to the position of chief special agent of the St. Louis-San Francisco Railway Company was made at the road's general offices here. Chief Wilson succeeds Samuel A. Allender, who resigned April 9.

The Frisco's new chief special agent has spent many years in railroad claim departments and special agent's work and came to the Frisco from the Louisiana Railway and Navigation Company. His offices are located in the Frisco general office building here.

SOUTHERN DIVISION CLUBS PRAISED

The solicitation of the Frisco Employes' Clubs on the Southern division is highly commendable. H. E. Gabriel, assistant superintendent wrote the *Frisco Magazine* on May 15.

In his letter he details shipments secured by members of the various clubs.

"Through the efforts of our agent at Tupelo, we gained information that we might secure a considerable strawberry movement from Shannon, Miss., a town on the M. & O., thirteen miles out from Tupelo. We immediately got on the job and to date 15 cars of berries have moved and a prospect of eight more.

"Through the efforts of our Amory traffic club, Mr. J. C. Gravlee, president; Miss Violet Goldsmith, secretary, and vice-presidents and traffic committee, some splendid work has been done particularly in directing traffic via the new line to Mobile. During the past thirty days, ten loads of freight have been routed via Frisco, A. T. & N. and M. & B. into Meridan, Miss., a town which has always heretofore been controlled by competitive lines."

Mr. Gabriel also gives special commendation to conductors Guyton, Gravlee, Davis, Underwood, Goodman and Coltharp; G. E. Gravlee, agent at Holly Springs; Operator Meek at New Albany; Clerks O. M. Tanner and R. A. Smith at Tupelo and the entire membership of the Amory Club for their splendid solicitation efforts and he asks that the commendation be printed in the *Magazine*.

KRATKY HEADS GATEWAY CLUB

Chester C. Kratky, chief clerk to President Kurn, was elected president of the Gateway Club of Saint Louis, at its annual election held April 27. The club is composed of railroad men who are also members of Masonic orders, and has a membership of 500. Kratky is well known in St. Louis rail circles. He began with Frisco Lines in 1914 as an office boy in the law department, was secretary to President Kurn for five years and was promoted to his present position in 1926.

New Bride: And what would I get if I cooked a dinner like that for you every day?

The Groom: My life insurance.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent

ON the Frisco Lines as a whole it took 2.29 per cent more fuel to haul 1,000 gross tons one mile in April this year than in same month last year, also the unit fuel consumption per switch locomotive mile increased from 139 to 146 pounds 5.04 per cent.

This is not the showing that was expected for these two classes of service, as the month of April was set aside to make a record in fuel economy.

However, in passenger service the average number of pounds of fuel required to haul a passenger car one mile decreased from 16.5 to 15.5 pounds 6.06 per cent and is the largest decrease made by this class of service in any month so far this year, compared to same month last year.

While the performance for the system as a whole increased in freight and switch service, there were a number of divisions in these two classes of service, as well as passenger service, that made a decrease.

The performance for each division, ranking in order of per cent decrease will be found in the table at the center of this page.

There were also two divisions in switch service, namely central and southwestern, that made the same performance as last year. Supervisors of fuel economy and road foremen report some excellent trips made by individual engine and train crews as follows:

EASTERN DIVISION

Rolla Sub: Engineer J. O. THIEL, fireman M. BUNCH, train 3, engine 1065, St. Louis to Newburg, April 23, 7 cars in train, 840 passenger car miles, performance 1 gallon or 11.9 pounds.

Engineer J. MORRISON, fireman J. FAES, train 36, engine 4, Newburg to St. Louis, March 28, handled 3,106 gross tons consumed an average of 113 pounds per 1,000 gross ton miles.

Engineer T. PARIS, fireman C. DAVIS, train 38, engine 40, Newburg

to St. Louis, April 4, handled 2,123 gross tons, performance 132 pounds per 1,000 gross ton miles.

Engineer OSBORNE, fireman DAUGHERTY, train 1st/33, engine 14, Newburg to St. Louis, March 29, 2,511 gross tons in train, burned 20 tons of coal, performance 140 pounds per 1,000 gross ton miles.

Lebanon Sub: Engineer M. HALEY, fireman W. M. CHILDERS, train 7, engine 1509, Newburg to Springfield, April 9, 10 cars in train, total of 1,200 passenger car miles, performance .92 gallon.

Engineer J. OMELIA, fireman E.

Springfield Sub: Engineer EDMUND ROE, fireman ALEXANDER, Springfield to Monett, April 16, departed 11:45 a. m. arrived 1:15 p. m., on duty one hour 30 minutes, handled 50 loads, 11 empties, a total of 2,192 gross tons, burned 1,605 gallons oil or 6.3 gallons per 1,000 gross ton miles.

Engineer H. J. DAVIDSON, fireman WILLIS LONG, train extra west, engine 4154, Springfield to Monett, April 24, 69 cars in train, a total of 2,230 gross tons, burned 34 tons of coal, performance 80 pounds.

Engineer LEE KEITHLEY, fireman

DAVE ALDRIDGE, train extra west, engine 4154, Springfield to Monett, April 18, 82 cars in train, 2,518 gross tons, burned 5 tons of coal, performance 90 pounds per 1,000 gross ton miles, handling of engine by crew good.

SOUTHERN DIVISION

Willow Springs Sub: Engineer A. FARMER, fireman C. FUZZELL, train extra south, engine 4129, Springfield to Thayer, April 12, handled 22 loaded cars and 32 empties, 1,620 gross tons, burned 14 tons coal, performance 128 pounds per 1,000 gross ton miles.

Engineer KELSEY, fireman SLATER, train

134, engine 1059, Thayer to Springfield, April 14, 7 cars in train, performance 1.2 gallons per passenger car mile. This is a very good performance for local passenger.

Engineer W. CRUISE, fireman G. BAUER, train 135, engine 4129, Springfield to Thayer, April 16, 35 loaded cars in train, 1,650 gross tons, burned 15 tons coal, performance 131 pounds per 1,000 gross ton miles.

Memphis Sub: Engineer FISCHER, fireman HAYNES, train 131, engine 4010, Thayer to Jonesboro, April 6, 2,375 gross tons in train, burned 6 tons of coal, performance 62 pounds per 1,000 gross ton miles.

Engineer JACOBS, fireman ROBERTS, train 134, engine 1523, Memphis to Hardy, April 5, 6 cars in train, burned 900 gallons oil, performance 1.1 gallons per passenger car mile.

Engineer HUDDLESTON, fireman

FREIGHT SERVICE

Division	Pounds Fuel per 1,000 gross ton miles		Per Cent Decrease
	1928	1927	
Western	191	201	4.98
Southwestern	167	173	3.47
Northern	172	177	2.82
Texas Lines	155	156	0.64

PASSENGER SERVICE

Division	Pounds Fuel per Passenger Car Mile		Per Cent Decrease
	1928	1927	
Southern	15.5	19.4	20.10
Northern	16.8	18.5	9.19
River	15.0	16.3	7.98
Eastern	13.8	14.8	6.76

SWITCH SERVICE

	Pounds Fuel per Switch Locomotive Mile		
	1928	1927	
Texas Lines	114	127	10.24
Tulsa	140	149	6.04

DORAN, train 16, engine 1512, Springfield to Newburg, April 6, handled 7 cars and consumed an average of 1.20 gallons per passenger car mile which is much above the average for this class of train.

Engineer R. REEVES, fireman A. LUTZENHISER, train 34, engine 35, Springfield to Newburg, April 13, 2,964 gross tons in train, performance 96 pounds per 1,000 gross ton miles.

Engineer S. K. MARTIN, fireman C. L. HENDERSON, train 36, engine 2, Springfield to Newburg, April 26, 81 cars in train or 2,836 gross tons, burned 19 tons of coal, performance 112 pounds per 1,000 gross ton miles.

Engineer H. W. SNYDER, fireman V. W. CROSS, train extra west, engine 25, Newburg to Lebanon, April 4, handled 2,056 gross tons, burned 9 tons of coal, performance 130 pounds per 1,000 gross ton miles.

DAVISON, train 131, engine 4032, Thayer to Harvard, April 13, 2,800 gross tons in train, burned 10 tons of coal, performance 54 pounds per 1,000 gross ton mile.

Engineer KING, fireman ROWDEN, train 104, engine 1057, Jonesboro to Thayer, April 16, 6 cars in train, performance 12.2 pounds per passenger car mile.

Tupelo Sub: Engineer H. L. WILSON, fireman E. CONDRY, train 136, engine 1293, Amory to Potts Camp, April 12, handled 1,463 gross tons, burned 6 tons coal, performance 117 pounds per 1,000 gross ton miles.

Engineer W. GREER, fireman H. SWAN, train 2d/136, engine 16, Amory to Memphis, April 12, 57 cars in train, 2,190 gross tons burned 14 tons coal, performance 100 pounds per 1,000 gross ton miles.

Engineer R. WILDER, fireman F. DARDEN, train 136, engine 30, Amory to Memphis, April 13, 55 cars in train, 2,225 gross tons, burned 15 tons of coal, 106 pounds per 1,000 gross ton miles.

Birmingham Sub: Engineer J. HUPPERT, fireman BOGAN, train 105, engine 1,526, Amory to Birmingham, April 15, 9 cars in train, burned 1,009 gallons oil, performance .9 gallons per passenger car mile.

Engineer J. ROBINSON, fireman L. FOSTER, train 934, engine 37, Carbon Hill to Amory, April 13, handled 20,350 gross tons, burned 10 tons coal, performance 133 pounds per 1,000 gross ton miles.

Engineer W. G. WARD, fireman JOE BOSTON, train 934, engine 16, East Thomas to Amory, April 19, handled 283,568 gross ton miles, burned 17 tons coal, performance 119 pounds.

Engineer J. H. HOLLINGSWORTH, fireman E. SANDERS, train 934, engine 11, East Thomas to Amory, April 18, handled 308,952 gross ton miles, burned 20 tons coal, performance 129 pounds.

RIVER DIVISION

St. Louis Sub: Engineer RICE, fireman BURNETT, train extra north, engine 4016, May 2, Chaffee to St. Louis, departed 3:50 a. m., arrived 10:05 a. m., on duty 6 hours 15 minutes, handled 2,862 gross tons, Chaffee to Ste. Genevieve, 2,956 gross tons, Ste. Genevieve to St. Louis, delayed on line of road 35 minutes, burned 17 tons of coal, performance 84 pounds per 1,000 gross ton miles. This train was in charge of conductor McAdams.

Engineer EDWARDS, fireman JERRELL, train 832, engine 4021, April 20, Chaffee to St. Louis, departed 5:45 p. m., arrived 4:15 a. m., on duty 10 hours 30 minutes, handled 4052 gross tons, delayed on line of road a total of 3 hours 10 minutes, doing

pick up and set out work, also meeting other trains, burned 20 tons of coal, performance 85 pounds per 1,000 gross ton miles.

Engineer GEORGE KAY, fireman G. T. BRIGGS, train 895, engine 1053, St. Louis to Chaffee, May 8, left St. Louis on time, arrived Chaffee on time, handled 10 cars, 1,440 passenger car miles, burned 875 gallons oil or 0.61 gallons per passenger car mile, handling of engine by crews was very good. Made run of 104 miles for water and had 6 inches left in tank on arrival at Chaffee.

Chaffee Sub: Engineer ABERNATHY, fireman RYKER, train 835, engine 4006, Chaffee to Hayti, April 26, handled 20,675 gross tons, burned 8 tons coal, performance 87 pounds per 1,000 gross ton miles.

Engineer STORY, fireman J. E. MILLER, train 835, engine 4,018, Chaffee to Hayti, April 30, 2,500 gross tons in train, performance 64 pounds per 1,000 gross ton miles.

Engineer GREEN, fireman BAKER, train 807, engine 1015, Chaffee to Memphis, April 12, 5 cars in train, burned 810 gallons oil, performance 1 gallon or 11.9 pounds per passenger car mile.

NORTHERN DIVISION

Kansas City Sub: Engineer M. HERRIMAN, fireman B. ALEXANDER, train 1st/131, engine 4134, Kansas City to Ft. Scott, May 2, departed 7:15 p. m., arrived 10:45 p. m., on duty 3 hours 30 minutes, handled 48 loads, 1,968 gross tons, burned 7 tons coal, performance 74 pounds per 1,000 gross ton miles.

Engineer S. JACKSON, fireman R. W. STODDARD, train 4th/131, engine 4002, Kansas City to Ft. Scott, April 25, on duty 4 hours 10 minutes, handled 2,430 gross tons, burned 9 tons coal, performance 77 pounds per 1,000 gross ton miles.

Engineer B. REPPERT, fireman E. DORING, train 4th/162, Ft. Scott to Kansas City, April 29, departed 2:00 p. m., arrived 8:30 p. m., on duty 6 hours 30 minutes, 65 loaded and 26 empty cars in train, burned 17 tons coal, performance 92 pounds per 1,000 gross ton miles.

Ash Grove Sub: Engineer A. PHELPS, fireman YOUNG, train extra south, engine 4138, Ft. Scott to Springfield, April 2, handled 20,156 gross tons in train, burned 15 tons coal, performance 135 pounds per 1,000 gross ton miles.

Engineer H. BLAKESLY, fireman HAWLEY, train 107, engine 1058, Ft. Scott to Springfield, April 27, 5 cars in train, burned 412 gallons oil, performance .81 gallons per passenger car mile.

Engineer HUMPHREY, fireman M. CALVERT, train 104, engine 1523,

Springfield to Ft. Scott, April 1, 6 cars in train, burned 797 gallons oil, performance 1.28 gallons per passenger car mile.

Afton-Parsons Sub: Engineer J. GILPIN, fireman C. TOWNSEND, train 111, engine 1066, Ft. Scott to Tulsa, May 1, 9 cars in train, burned 1,406 gallons oil, performance .95 gallons per passenger car mile.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer LIPE, fireman CAUSEY, train 438, engine 4103, West Tulsa to Afton, April 24, on duty 6 hours 10 minutes, handled 245,232 gross ton miles, burned 1,405 gallons oil, performance 69 pounds per 1,000 gross ton miles.

Engineer RENO, fireman VINCENT, train Advance 35, engine 4121, Monett to Tulsa, April 18, departed 3:45 p. m., arrived 10:10 p. m., on duty 6 hours 25 minutes, handled 2,118 gross tons, full distance, burned 1,713 gallons oil, delayed 1 hour 35 minutes, actual running time 4 hours 50 minutes, performance for this trip was 5.6 gallons per 1,000 gross ton miles and is one of the best performances that has ever been made on the Cherokee Sub.

Engineer JOHN T. DUNCAN (who is in motor car service) furnished the following performance of motor car 2101 during the month of April—total mileage 5,760, of which 2,036 miles were made with the trailer, burned 20,730 gallons gasoline, 90 gallons of lubricating oil. This is an average of 91 gallons of gasoline and 3 gallons of lubricating oil for a distance of 192 miles which is a round trip.

Engineer J. W. GILLAN, fireman DOWD, in charge of engine 4156, handled 3003 gross tons, West Tulsa to Afton, May 4, burned 14 tons of coal, performance 108 pounds per 1,000 gross ton miles.

Engineer DODD, fireman AKINS, on May 3, engine 4116, handled 3107 gross tons, West Tulsa to Afton, burned 1,612 gallons oil, performance 6.6 gallons oil or 79 pounds of coal per 1,000 gross ton miles.

Engineer WOLF, fireman ROY, engine 4150, April 30, handled 2,147 gross tons, Monett to West Tulsa, burned 16 tons of coal, performance 103 pounds per 1,000 gross ton miles, which is 35 pounds below the average performance for trains running westbound.

Creek Sub: Engineer H. A. DICK, fireman D. CHANDLER, train extra north, engine 4162, Francis to West Tulsa, April 27, 81 cars in train, burned 18 tons of coal, performance 140 pounds per 1,000 gross ton miles, which is much below the average for this sub-division.

Engineer L. COLVIN, fireman J. (Now turn to next Page, please)

New Passenger and Freight Station in Poplar Bluff, Mo.



Above is a photograph of Architect R. C. Stephens' drawing of the new Frisco freight and passenger station at Poplar Bluff, Mo., the construction of which was started May 1.

The station will be 24x148 feet, and is of a Spanish stucco type. It replaces our station which was demolished in the Poplar Bluff cyclone recently.

FRISCO FUEL RECORDS

(Continued from Page 27)

BOLAND, train 535, engine 4154. West Tulsa to Henryetta, April 27, handled 69 cars in train, burned 9 tons of coal, performance 142 pounds per 1,000 gross ton miles.

CENTRAL DIVISION

Ft. Smith Sub: Engineer **GEORGE NULPH**, fireman **FRED LANE**, train 705, engine 1047, Monett to Ft. Smith, April 30, 7 cars in train, burned 6 tons of coal, performance 12.9 pounds per passenger car mile. This same engineer with fireman **S. E. ARNOLD** was on train 705 with engine 1042, April 9, handled 9 cars in train, burned 7 tons of coal, made a performance of 15 pounds per passenger car mile.

Engineer **W. A. CARTER**, fireman **J. C. BRIDGES**, train 735, engine 1336, Monett to Ft. Smith, April 12, 1,200 gross tons in train, burned 10 tons of coal, performance 125 pounds per 1,000 gross ton miles.

Engineer **N. ALLEBACH**, fireman **W. H. MATHIAS**, train 705, engine 1042, Monett to Ft. Smith, April 10, 7 cars in train, performance 11 pounds per passenger car mile.

Arthur Sub: Engineer **McCONNELL**, fireman **J. D. VANWAGNER**, train 706, engine 1407, Paris to Ft. Smith, April 26, 6 cars in train burned 6 tons of coal, performance 11.8 pounds per passenger car mile.

Engineer **J. A. CAMPBELL**, fireman **O. STUMP**, train extra south, engine 714, Ft. Smith to Talihina, April 25, handled 1,091 gross tons, total of 75,279 gross ton miles which is within 700 gross ton miles of full

potential rating for this class engine, burned 4 tons of coal, performance 106 pounds.

A. & A. Sub: Engineer **J. M. DIEMER**, fireman **J. S. PERSON**, train 737, engine 1231, Hope to Hugo, April 23, handled 171,332 gross ton miles, burned 9 tons coal, performance 105 pounds.

Engineer **J. E. O'NEIL**, fireman **J. S. PERSON**, train 737, engine 1254, Hope to Hugo, April 25, made performance 90 pounds per 1,000 gross ton miles.

Ft. Smith Yard: Engineer **MAXWELL**, fireman **ED. KINES**, engine 3656, April 25, worked 8 hour shift, burned 2½ tons coal. This is an average of 104 pounds per switch locomotive mile and is much below the average.

WESTERN DIVISION

Beaumont Sub: Engineer **G. H. GABRIEL**, fireman **O. A. BRAMMER**, train 632, engine 1628, Enid to Beaumont, April 13, handled 139,000 gross ton miles, burned 1,300 gallons oil, performance 112 pounds.

Engineer **A. HARLEY**, fireman **O. A. BRAMMER**, train 632, engine 1619, Enid to Beaumont, April 24, handled 111,000 gross ton miles, burned 1,200 gallons oil, performance 129 pounds.

Perry Sub-division: Engineer **H. P. COLLINS**, fireman **W. A. DAVIS**, train extra west, engine 1325, Enid to Tulsa, April 18, handled 209,000 gross ton miles, burned 1,282 gallons oil, performance 73 pounds.

Engineer **C. F. ALLEN**, fireman **H. B. GIRARD**, train 634, engine 1329, Enid to West Tulsa, April 17, handled 204,000 gross ton miles, burned 1,491 gallons oil, performance 87 pounds.

TONS OF ICE FOR BERRIES

When the 1928 strawberry season on Frisco Lines is over, this railway will have used approximately 31,500 tons of ice in icing the refrigerator cars composing the Frisco's nationally famous "Strawberry Specials", according to **W. E. Bagent**, supervisor of ice and refrigeration for the Frisco, with headquarters at Springfield, Mo.

Icing of these cars is one of the most important phases of the Frisco's handling of the great strawberry crop of the Ozarks of Southern Missouri and Northern Arkansas. The Frisco has employed this season at ice docks as many as 150 men, whose sole duty has been the icing of these refrigerator cars. Each refrigerator car holds approximately five tons of ice. A berry train of forty cars can be iced at the Monett, Mo., dock used by the Frisco in forty minutes, or a car a minute. The force at this dock at the height of the season was thirty men for each of the two shifts. During strawberry seasons the Frisco uses ice docks at Monett, at Rogers, Fayetteville and Fort Smith, Ark., and at Kansas City, Mo.

The refrigerator cars used for the strawberries are concentrated at Monett to form the "Strawberry Specials" of the Frisco, which are rushed to Kansas City, where the cars are placed on the rails of connecting lines for distribution to large northern cities, practically from coast to coast.

Strawberries leaving shipping points one day, reach Kansas City at 4 p. m. the next day and are on the rails of connecting lines within two hours.

READS PAPER ON SAFETY

Assistant Superintendent R. C. Canady Before Central States Safety Congress

"SAFETY from the Standpoint of the Supervisor" was the subject of a paper read by R. C. Canady, assistant superintendent of the Western division of the Frisco at the Central States Safety Congress held at Kansas City, Mo., April 25. Mr. Canady said in part:

"The company that I have the pleasure to represent started the movement called Safety First in August, 1911, and the general lines, with few changes, have been followed up to this day with splendid results. The thought that it was the man and the manner in which the work was performed and not the device or appliances that were causing all these accidents has been our guiding light since this movement started some seventeen years ago.

"I have heard the statement, and I believe it is true, 'Show me an industrial plant or any division or subdivision of any railroad where they are having an unusually large number of accidents or where accident prevention or safety first work is looked upon almost as a joke, and I will show you where the management of that organization or property has fallen short on the job or the supervisors have not put forth the proper effort to sell this wonderful product, accident prevention'. The supervisor is the teacher and you cannot expect the pupils to make 100 per cent grades with 50 per cent teachers. Personally, I feel that it is up to us supervisors to be 100 per cent teachers."

At this point Mr. Canady gave statistics showing a great decrease in the number of accidents on the Frisco since the railway began its accident prevention program. He said that the name of the department, Safety First department, was changed to Accident Prevention Department in December, 1925.

"Accident prevention meetings, where all employees and supervisors can get together at short intervals, should be held, and previous accidents discussed and how they could have been avoided. Constructive criticism always should be welcomed. This, in my mind, is one of the best ways to handle this feature. These meetings, properly conducted, where everybody can talk and discuss unsafe practices and unsafe conditions, will go a long way toward better understanding and correction. These meetings, if conducted by supervisory officers, will not only help him to know and understand his men and

Employees in Frisco Hospital

The following list contains the names and occupations of patients confined in the Frisco Employees' Hospital in St. Louis as of May 16. They will be glad to hear from their friends:

Johnson, E., pensioned, Wichita Kansas.

Spencer, Miss Sadie, operator, St. Louis, Mo.

McGill, J., B&B carpenter, Springfield, Mo.

Alsip, L., lineman, Vienna, Ill.

Clayton, E., laborer, Springfield, Mo.

Craig, C. A., wire chief, Springfield, Missouri.

Cleary, M., clerk, Springfield, Mo.

Blankenbaker, R., carpenter, Amory, Mississippi.

Wortman, A., engineer, Sapulpa, Oklahoma.

Jolley, R., car repairer, Jonesboro, Arkansas.

Austin, T. E., conductor, Muskogee, Oklahoma.

Rice, A., extra gang laborer, Ashley, Kans.

Hall, G. A., pumper, Leachville, Ark.

Oliver, C., section laborer, Lebanon, Missouri.

Carver, E. H., cashier, Chickasha, Oklahoma.

Neal, F., B&B department, Chaonia, Missouri.

Hirschman, G., pensioned, St. Louis, Missouri.

Marston, E., foreman, Fayetteville, Arkansas.

Plachon, L. J., yard clerk, Newburg, Missouri.

Spratley, Wm., lineman, Oklahoma City, Okla.

Burgess, W. E., conductor, St. Louis, Missouri.

Ballard, B. B., conductor, Memphis, Tennessee.

Cochran, C., special officer, St. Louis, Mo.

Billings, C. E., brakeman, Oklahoma City, Okla.

Goode, H., clerk, Webster Groves, Mo.

Rosback, Geo., pensioned, Hugo, Oklahoma.

Dean, H. C., engineer, Valley Park, Missouri.

Ingles, C., pumper, Chelsea, Okla.

Morgan, Miss M., steno-clerk, Fort Smith, Ark.

Dupree, V. L., switchman, Lawton, Oklahoma.

Bruemmer, Miss W., typist, St. Louis, Mo.

Cheek, J. M., engineer, Sapulpa, Oklahoma.

Boone, Wm., engineer, Enid, Okla.

Thurber, L., car inspector, St. Louis, Missouri.

Garrett, N., lineman, Springfield, Missouri.

Bearden, A., pensioned, Paris, Tex.

Ourth, H., laborer, Chaffee, Mo.

Gentry, C. W., dispatcher, Memphis, Tennessee.

Cruz, A., section laborer, Enid, Oklahoma.

Dalton, W., electrician, W. Tulsa, Oklahoma.

Barr, J. A., pensioned, Merrian, Kansas.

Curtis, Wm., B&B carpenter, Enid, Oklahoma.

Singleton, H. M., agent, Southwest City, Mo.

Chrisman, R., trucker, Springfield, Missouri.

Pearson, A. O., hostler helper, Muskogee, Okla.

Wells, H., freight account, St. Louis, Mo.

Poe, J. E., switchman, St. Louis, Missouri.

Campbell, C. M., engineer, Sapulpa, Oklahoma.

Everage, Wm., B&B foreman, Sapulpa, Okla.

Paul, J. W., engineer, Pittsburg, Kansas.

Hardin, J. O., clerk, Memphis, Tenn.

York, G., switchman, Kansas City, Missouri.

List, C. C., section foreman, Fort Scott, Kansas.

Coody, E. P., car inspector, Harvard, Arkansas.

Sommerfrucht, J. H., airbrake man, Sapulpa, Okla.

Tapscott, C. S., clerk, St. Louis, Mo.

Workman, J., Jr., lineman, Wichita, Kansas.

Stanback, Wm., agent, Olive Branch, Miss.

Lane, R. W., piece work checker, Memphis, Tenn.

Teague, Wm., engineer, Sapulpa, Oklahoma.

Thompson, S., B&B carpenter, Birmingham, Ala.

get their confidence and good will, but will allow the men to meet each other and talk over their problems. The value of personal contact cannot be overestimated, not only along safety lines but in the operating and other departments.

"We supervisors have the most im-

portant part to play in this work in getting employees to work safely, to watch the other fellow-workman, use safe tools and get rid of bad tools and appliances, and report and assist in correcting unsafe conditions, thereby preventing accidents by doing away with the hazard."

The Pension Roll

JAMES WALKER PAUL, engineer, Northern division, was retired from active service on January 27, 1928, due to total disability. He was 65 years of age, born December 16,



1862, near Madison Court House, Va. His father was a farmer, and during his early years he helped with the work on the farm and attended the schools near his home. His first railroad service was with the C. & O. Railroad at Huntington, W. Va., where he served as

fireman. He entered Frisco service October 4, 1889, as a locomotive fireman at Ft. Scott, Kans., and was promoted to locomotive engineer, November 25, 1897. His entire service has been on the Northern division. On November 12, 1891, he was married to Martha Blanch Wornstoff of Ft. Scott., and to them was born one son, Kenneth E. Paul. Mr. Paul resides at 407 West 4th Street, Pittsburg, Kans. Continuous service of 38 years and 4 months entitles him to a pension allowance of \$59.85 a month, effective March 1, 1928.

ALVIN HARRISON BEARDEN, clerk, mechanical department, P. & G. N. Railway, Paris, Texas, was retired from active service on March 21, 1928, due to his having reached the age limit. He was born March 21,



1858, near Greenville, Texas. His father was a farmer. He received his education in the schools near his home and also spent one year in the Sam Houston Normal School at Huntsville, Texas. At the age of twenty years he began teaching, and taught for several years. On December 16, 1891, he began his service with the Frisco as a round-house clerk at Paris, Texas, where he served his entire time. On October

Three Frisco Lines' veteran employees with combined service of 91 years and 7 months were retired and placed on the Pension Roll at the meeting of the Board of Pensions, held April 24, 1928, at the St. Louis general office.

29, 1891, he was married to Mrs. Susanna Mishler Curtis of Paris, and to them were born two sons. Mr. and Mrs. Bearden reside at 320 W. Kaufman Street, Paris. Continuous service of thirty-six years and three months entitles him to a pension allowance of \$47.85 a month, effective April 1, 1928.

WILLIAM EDWIN BIRCH, clerk, store department, Tulsa, Okla., was retired from active service March 31, 1928, due to his having reached the age limit. He was born in St. Louis, Mo., March 23, 1858. His father was a farmer. He entered Frisco service in 1908 as a laborer in the store department at Springfield, where he remained two years. He left the service and again re-entered it as a checker at the storehouse, Springfield, in 1911. He also served for a time at the Lindenwood store room, Lindenwood, Mo. On March 31, 1886, he was married to Laura E. Koons of St. Louis, and to them were born four boys, all of whom worked for the Frisco in the electrical department and as stenographers. Continuous service of 17 years entitles him to a pension allowance of \$20.00 a month, effective April 1, 1928.

In Memoriam

ALEXANDER VAN VRANKLIN, pensioned machinist, died at the Frisco Hospital, Springfield, on April 23. He was born June 22, 1848, at Schenectady, N. Y., and entered the service as a carpenter at the South Springfield Shops in March, 1889, and served as such and as airbrake man until November, 1901, when he was promoted to machinist and worked in that capacity until April 30, 1919, when he retired due to the age limit. He was a widower. His pension allowance was \$24.10 a month and during his lifetime he was paid a total of \$2,578.70.

GLEN WALLACE MOORHEAD

GLEN WALLACE MOORHEAD, pensioned engineer, died at his home at Thayer, Mo., on April 14. He was born October 22, 1868, at McComb, Ohio, and entered the service as a fireman on the Memphis Lines in October, 1894, later being promoted to engineer and serving in that capacity until he was retired on February 28, 1923, due to physical disability. His pension allowance was \$58.35 a month and up to the date of his death he had been paid a total of \$3,514.15.

SMITH GAVETT BOULDIN

SMITH GAVETT BOULDIN, pensioned conductor, died at the home of his daughter, at Monett, Mo., on May 2. He was born March 30, 1862, near Huntington, Ind. He entered the service as passenger porter at Monett, Mo., in December, 1892, working in various capacities at that station until August, 1902, when he was appointed brakeman on the old Kansas division, later being promoted to conductor, in which capacity he served until pensioned on account of total disability on July 24, 1924. His pension allowance was \$53.40 a month and up to the time of his death he had been paid a total of \$2,403.00.

ELMER ELLSWORTH DINGER

ELMER ELLSWORTH DINGER, pensioned operator, died at Turner, Mo., on May 1. He was born April 27, 1861, at Fountain, Pa. He entered the service as agent at Dennis, Kan., in September, 1887, and served there and as agent and operator at Midway, Kans., until 1903 when he was forced to lay off on account of ill health. He re-entered the service in 1904 as agent and operator at various points on the Ozark Division until retired on June 26, 1924, through physical infirmities. He leaves a widow, May E. Dinger. His pension allowance was \$40.20 a month and the total amount paid him while on the pension roll was \$1,849.20.

HENRY MILLER

HENRY MILLER, pensioned engine wiper, died on April 28. He was born in Germany on June 22, 1842, and after coming to America (date not obtainable) entered the service of the Frisco as a laborer at the South Springfield Shops in August, 1889.

working in that capacity and as wiper until retired on June 30, 1913, at which time he was placed on the first pension roll paid by this company. His death leaves but two of the original pensioners alive. His allowance was \$20.00 a month and a total of \$3,540.00 had been paid him.

MISS ADDIE TOLAND

MISS ADDIE TOLAND, an employe of the K. C. C. & S. and Frisco Railroads for twenty-six years, died at the St. Louis Hospital, Friday noon, April 27, from pneumonia.

Miss Toland was born in Roscoe, Ohio, and entered the employ of the old K. C. C. & S. Railway at Springfield, Mo., January 1902 as a stenographer. On February 10, 1913, she came to the Frisco in that city, as a stenographer in the baggage department and on November 1, 1917 was promoted to clerk in the mail traffic department, St. Louis, which position she faithfully and efficiently filled until her death.

While in Springfield she was an active member of the Grace Methodist Episcopal Church and transferred her membership to Union M. E. Church in St. Louis. She was also an active member of the Business Women's Missionary Society and taught in the Chinese Sunday School of Union Church.

She took a very active part in the Frisco Girls' Club of St. Louis, being a member of the Choral division, and her death was the first to be recorded in the St. Louis Club.

Funeral services were held at Springfield, Mo., Monday, April 30. She is survived by three sisters, Mrs. Lula Pate of Harlinger, Tex., Mrs. Maude King of Protection, Kansas, and Mrs. Grace Pickle of Kansas City, and one brother, George Howard Toland of Springfield.

CAPT. CHESTER DIES MAY 3

Captain William E. Chester, 87, for years chief special agent for the old Kansas City, Fort Scott and Memphis railroad, now a part of Frisco Lines, and one of the captors nearly thirty years ago, of Jack "Quail Hunter" Kennedy, notorious Missouri train robber, died May 3 at his home at Warrensburg, Mo. He retired about twelve years ago.

The captain served with the federal forces during the Civil War. He worked in the government secret service and later entered special agent work with the K. C., F. S. & M.

FRISCO FOLKS HEAD SOCIETY

Members of the Frisco Family hold nearly all the offices in the Ozark Dahlia Society, which was organized at the Greene County court house, Springfield, Mo., April 24, to promote dahlia culture and the holding of a dahlia show this fall. The territory embraced by the society is Southwest Missouri.

The officers of the society who are of the Frisco family are: F. R. Holaway, train baggageman, president; P. W. McKinley, freight house foreman, first vice-president; Arthur Erke, telegraph department, second vice-president; Mrs. Z. M. Dunbar, wife of the chief transportation clerk, recording secretary and treasurer.

Others of the Frisco family who are charter members are: James Burns, foreman of special equipment; W. A. Bangs, mechanical department; Mrs. R. J. McGilvry, wife of the locomotive engineer; Mrs. Charles Craig, wife of the Frisco shop foreman; Mrs. M. H. Dodd, wife of the cabinet worker; Mrs. F. R. Holaway, wife of the train baggageman, and Z. M. Dunbar, chief transportation clerk.

"Pop"

MR. A. H. HERBERT, Frisco conductor, working between Blytheville and Jonesboro, Ark., was the subject of the following poem, written by his niece, Miss Delloa Ferguson.

Mr. Herbert was an employe of the Butler County, Mo., Line from August 25, 1899, until September 1, 1927, when the Frisco Lines took over that railroad. He has a host of friends on Frisco Lines.

He is a member of the O. R. C.
And a citizen of old P. B.
For twenty-eight years he worked
and worked,
And not a duty did he shirk.

Of all the townfolks where he lived,
Not a favor was asked that he did not give.
He was always hailed from house and street,
And there was a smile for all he'd meet.

A long time ago when his parents were living,
Arthur Herbert was the name that was given.
But years passed by and that name was dropped,
By all of his friends he was known as "Pop."

He was a conductor for a very long time,
On a short little road called the Butler County Line,
And along that line from end to end,
At every stop he had a friend.

Then the Frisco bought the B. L. C.
And it also bought the K. & S. E.
And the places these men had kept so long,
Were taken by older men who came along.

Now, of course that comes in the R. R. Game,
But still it hurts them just the same,
To give their jobs to an older man,
Who bumps them just because he can.

From off this run he had held so long,
"Pop" was bumped by one who came along.
It seemed a case of sighs and tears,
For he had served for twenty-eight years.

He was proud and he asked for no one's pity,
When he was sent to this new city,
His cheery words and his happy smile,
Won him hosts of friends in a very short while.

He'd get quite angry if he was told,
In the least little way he was getting old.
He believed in that old saying that is used near and far,
That "We're never old till we say we are."

There was always a word and a happy smile,
That folks would remember for quite a long while.
And from every direction, from bottom to top,
There's a kind, loving word for "Dear Old Pop."

When his work on earth is o'er,
And he has crossed to that other shore,
There'll be kind thoughts of "Dear Old Pop",
For the blessings he now gets will never stop.

The recording angel has written down,
Each kind deed that can be found,
And of all the names of those whom the Lord shall bless,
May his, like "Abou Ben Adhem," lead all the rest.



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

One Salad a Day

By BETTY BARCLAY

SERVE one salad a day. Two is better, but one good salad will go a long way toward balancing the acid-producing foods eaten so heavily, and perhaps it is better to advise one salad a day and have your advice taken, than to suggest two and have the suggestion ignored.

Many families have gotten into the salad habit during the past few years. Others have not yet joined the ranks of the wise. The salad, however, is the cheapest, most tasty and most efficient medicine obtainable.

Contrary to general belief, the acid-producing foods are such staples as meat, fish and bread. The acid balancers, or alkaline foods, are green vegetables, fresh fruits and milk. Knowing this, it takes the average person but a moment to appreciate the fact that vegetable and fruit salads, fruit-cups and light creams, whips and similar puddings, are as healthful as they are delicious.

The salad is Mother Nature's particular cure for acidity. It seems that almost all of our principal alkaline foods, with the exception of milk, are made with the salad in mind. Lettuce, celery, oranges, pineapples, apples, radishes, raw cabbage—all these are alkaline foods, and all fit into salads almost perfectly.

So serve a daily salad. Not necessarily an expensive salad—for dozens of salads may be made up at very little cost. Nor does this daily salad have to be made without meat and fish. A little cold lamb; cooked had-dock, or salmon may form one of the ingredients of a salad—for the other ingredients will tend to balance the acidity of the meat or fish, and make the salad, as a whole, a very delightful and healthful dish.

Here are a few of the most simple salads imaginable—each containing a

plentiful supply of alkaline foods:

Mock Lobster Salad

2 cups cooked dry fish of any kind,
2 cups celery,
2 tablespoons pimento,
1 cup mayonnaise dressing,
2 tablespoons lemon juice.

Mix cold, flaked boiled fish with finely-chopped pimento; season with salt, paprika and lemon juice, and let stand one-half hour. Add celery, finely chopped, and two tablespoons mayonnaise dressing. Stir lightly; pile on crisp lettuce leaves, and cover with dressing. Garnish with lemon, cut in fancy shapes and decorated with paprika.

Fig and Cheese Salad

Mix cream cheese with pignolia nuts that have been browned in the oven. Season with salt and moisten with orange juice or cream. Fill fresh or canned figs with cheese mixture; arrange on lettuce leaves; garnish with thin slices of oranges, cut in quarters and sprinkle with finely-chopped pignolia nuts, and serve with honey dressing.

Simple Ten-Minute Salads

1. For each portion, allow one-half orange, one-half cup cantaloupe balls or cubes and six white grapes. Serve on lettuce.

2. For each portion, allow one thick slice tomato, ring of green pepper and one-half orange. Sprinkle with minced onion. Lettuce.

3. Peel oranges and remove all white skin. Cut into one-fourth inch slices and cut each slice into halves. Dice celery and apple and mix with mayonnaise. Arrange a circle of half-slices of oranges on a lettuce-covered salad plate, fill center with apple and celery mixture, and garnish with celery tips.

Picture hats are in vogue for the summer months, and Miss Emily Sparks of the agents' account department, Saint Louis, poses in a becoming model—a combination of braid, velvet ribbon and lace.



(Fashions from B. Nugent & Bros., St. Louis)

MISS PRESSON WINS PRIZE

Hazel Presson, daughter of G. L. Presson, chief dispatcher, who is a student in the junior class of the Ft. Smith High School, won first prize in a state essay contest on the subject "Chemistry and Its Relation to Enrichment of Life", conducted by the American Chemical Company.

Miss Presson's essay of more than 2,000 words was submitted with hundreds of others from all over Arkansas. She will receive \$20.00 in gold and a certificate, according to the message from Dr. Harrison Hale, head of the Chemistry department at the University of Arkansas, also chairman of the committee of judges for the state. She is also entitled to enter the national contest.

While the old-fashioned mothers have quit baking bread, the modern homekeepers need more dough than ever.

"A practical man is the upholsterer; he's always getting down to brass tacks."

A bird in the woods is worth two on a hat.

PASTIME

St. Louis Bowling Teams End Season With Prize Awards



The two Frisco St. Louis teams bowled a matched game on the night of May 9, and the above photograph was made of the group. Miss Bertha Hahn, president of the girls' team, is at the extreme left of the picture, second row. On her left is Ralph McBride, president of the men's team.

THE bowling season for both teams of the Frisco Girls' Club and the Men's Club of St. Louis, has ended. The girls bowled their final game on the night of May 7, and the men on the night of May 4.

President Ralph McBride of the Men's club presented the pennant to the Bluebonnet team, which has won the pennant for the seventh consecutive season. This team is composed of the following members: Messrs. R. L. Schoeneberg, R. L. Tschampers, O. B. Duffy (Captain); C. G. Lamont, E. H. Thielker, J. Schad and A. H. Burgdorf.

The Sunnyland team won the high single with a score of 1031 and Mr. C. A. Houlihan won the individual high single with a score of 269.

The girls brought their season to a close with a dinner, given at the Forest Park Hotel on the evening of

May 14. Fifty-four were in attendance, with Mr. E. N. Howard, manager of the Rogers Recreation Alleys, Miss Loretto A. Connor, president of the Girls' Club and Miss Martha C. Moore of the publicity department were special guests. Miss Bertha Hahn, president of the bowling club, presided.

Following the dinner, Miss Hahn called on the guests and the officers of the club for short addresses. Each in turn, complimented the club on its successful season.

"I have seen many women's teams formed," Mr. Howard said, "only to go to pieces in a few weeks, but the Frisco girls stuck together like veterans. Their comradeship and co-operation was one of the finest things I have ever witnessed in any group or team."

Miss Evelyn Keisling presented a

reading; Miss Mary Crane favored the group with a song, and the bowling club quartette, composed of Bertha Hahn, Marge Burns, Margaret Cowan and Lilly Kulage, accompanied by Sophie Williams sang "Ramona."

The most important feature of the program was the presentation of the bowling prize money. The Wichita Falls Team won first prize of \$15.00 with the Southwest Limited team second. Miss Odelia Bosche won the high individual prize and also the special individual prize and was also a member of the team which won first place. Prize money was presented by Mr. Howard. Only a short time was taken up in the election of officers for the Girls' Team for the 1929 season. They are as follows: Lillian Ritter, president; Odelia Bosche, vice-president; Alma Jennings, secretary and Louise Gibson, treasurer.

The Hugo, Okla., diamondmen lost their first game to Valliant, Okla., recently. They have a return game and expect to take the honors.

The Frisco Best Service Baseball Club of the 7th Street freight station, St. Louis, has been re-organized and R. L. Klein has been appointed man-

ager, taking the place of Arthur Boen. The team has the month of June booked and is anxious to hear from Frisco teams for match games later this season.

The distribution clerks, West Shop, Springfield, Mo., have organized a ball team and practice every evening until dusk. They claim some good talent.

Clyde Sillyman, boilermaker-helper; Leslie McGown, machinist-helper; Phillip Picard, machinist, and Charles Hamer, boilermaker, claim to be the champion horseshoe pitchers of Kansas City. They threw an average of 64 ringers in eighteen minutes during the week of May 7.



The TWILIGHT HOUR

A Page Just for Children



Bobby Vacations With Grandmother

"SCHOOL is out—school is out", sang Bobby, as he came bounding home with his books. "Oh mother, I'm so glad", he said.

The trees were green outside—the sun was warm and pleasant. It was summer time and June, and all the world looked beautiful, especially to Bobby, for as he said, school was out. "Mother", he said, "when are we going to go to grandmother's?"

"We may leave this week-end Bobby, its according to your father's work", mother replied. "Grandmother has been writing and asking us to hurry, and I expect we'll go now very soon."

"Oh goody, goody", and Bobby jumped up and down. "Mother tell me again what grandmother has on her farm."

"Why she has pigs and ducks and horses and cows and chickens—"

"Pigs?" and Bobby paused for a moment. "Are they the ones that have the funny little tails that curl up and when they run they grunt?"

"Exactly", replied mother.

Bobby and mother talked for a long time that afternoon about what they would see on grandmother's farm, and Bobby was more than anxious that the week come to a close so they could start.

Saturday morning arrived at last—and the whole family arose early. Bobby put his hiking clothes in the big suitcase and his ball and glove, and carefully wrapped his little sail boat in paper, for mother said there was a big lake on grandmother's farm.

The ride on the train was delightful and Bobby was most interested in watching the conductor take up tickets. Bobby kept a little folder in his hand, and would mark off the stations, one by one and when they reached the station just before grandmother's home, he began to gather up his belongings.

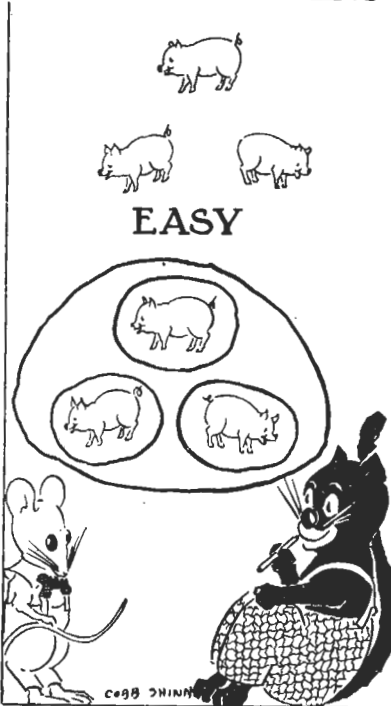
He pressed his little face against the pane, for a first view and all at once he said, "There she is, mother, and grandfather too!"

There were many kisses and hugs and grandmother just couldn't get over how Bobby had grown to be such a man in the two years since she had seen him.

He took hold of grandfather's hand

and walked toward the Ford. The farmhouse soon loomed up in the distance. It was a lovely old place and

PUT THREE PIGS IN FOUR PENS



Bobby was so glad that they had arrived.

The first thing he did was to rush through the house and out the back door to view the barn and yard. "Pigs—horses—cows!" he said, as he recognized the various animals.

Mother found him, leaning against the fence watching the various antics of a litter of small pigs and she told him that dinner was ready.

What a feast! Bobby hadn't had any corn bread for a long time, and buttermilk! Mother was almost ashamed of his appetite when he asked for a second big glass.

But that afternoon grandfather told Bobby to put on his hiking shoes and together they went over the farm. Grandfather in his most interesting manner, told Bobby how he planted each thing in the garden and fields.

When they got down to the lake, they stood there for several minutes

watching the old mother duck with her small ducklings behind her, swimming around with perfect ease.

Bobby was fascinated. He could swim. Daddy had taught him when he was very young—but he wished he could swim with the ease that grandfather's ducks did!

He heard a lot of grunting—and turning, he saw the old mother hog and her seven small pigs nearing the water. One little pig ran in advance of the rest and rushed headlong into the water.

Bobby paused for a moment, and then with the cry—"Oh grandfather, he'll drown"—he jumped headlong into the lake after the little fellow.

But Bobby was a city boy, and he was not familiar with the way of pigs or the depth of the lake, and instead of plunging in the water, he buried his head in the mud. The little pig, with several squeals, turned in the water, which was only about four inches deep and ran back to its mother who grunted her approval.

Grandfather, shaking with laughter, hurried over to Bobby and pulled him from the mud. Bobby spit and wiped the mud from his face. He was a pitiful sight to see.

"Bobby—didn't you know that water was only a few inches deep?" asked grandfather, grabbing a handful of grass and wiping off his face as best he could.

"Blub—blub" sputtered Bobby—"NO!" He and grandfather hurried back to the house, where grandmother and mother were shocked, and later burst into laughter when grandfather told of Bobby's heroic act which ended in disaster for Bobby.

But he was soon in clean clothes again, and none the worse for his experience.

That evening grandfather asked Bobby if he wouldn't like to take a swim the next morning with the pigs, but Bobby only hung his head.

"Never mind Bobby", he said, "come over here I want to show you a puzzle". And grandfather took out a pencil and drew three pigs.

"Now put those three pigs in four pens Bobby, where they can't get to the water" said, grandfather.

(Concluded on Next Page)

A Happy Group of Frisco Children



From left to right, top row: Granddaughter of A. B. Bassell, box packer, Wichita, Kans.; Artie Gentry, Jr., age 3 and Thelma Gentry, age 1, children of Artie Gentry, trucker, 7th Street Station, St. Louis.
Center: Ruth Ellen Morgan, age 12, daughter of Mr. Herbert Morgan, machinist, Ft. Smith, Ark.
Charles Raymond Sheeley, 26 month old son of Mr. John Sheeley, boilermaker, Chaffee, Mo.; John Wilbur, age 13 and Ruth Lucile, age 8, children of Mr. J. F. Strickland, traveling freight agent, Denver, Colo.
Bottom row, left to right: Minerva May West, one year old daughter of Mr. Ruben West, section foreman, Stanton, Mo.; Mary Jo Ford, six month old daughter of Mr. J. W. Ford, and granddaughter of Mr. J. J. Ford, yard section foreman, Ft. Smith, Ark.; Billy Orr, 17 month old son of Mr. W. L. Orr, engine supplyman, Birmingham, Ala., and Glennie Fay Thomas, daughter of Mr. A. S. Thomas, operator, Dora, Ala.

And Bobby after an interval of a half hour finally penned the pigs up.

"Now I guess they won't go swimming" he said. "Grandfather, I don't believe I'm so awfully crazy to know any more about pigs, will you take me out when you milk in the morning, I think I'd like to learn how".

"Not a True Tale!"

A mouse once bought an aeroplane
And flew to such a height
He said, "I must go down again—
Good gracious! It is night."

"O'h, dear! I cannot go so fast,
It's dark." But very soon
The stars came out and then at last,
He saw the yellow moon.

He thought it was a monster cheese
So he, as he drew near,
Bit pieces off, till by degrees
The moon grew small, poor dear.

So now, whenever you look out
And see the moon quite wee,
You'll know that mouse has been
about
And nibbled it for tea.

—(Exch.)

Generous Merchant

Little Edgar didn't realize till he got home and unwrapped his purchase that his mother had bought him a two-pants suit.

"Look, mamma, look," he cried.
"That man threw in a spare."

YOUTH IS A MUSICIAN

George Howard Willhoite, although only twelve years of age, is an accomplished musician. He is the son of George F. Willhoite, a conductor for Frisco Lines on the Southwestern division.

He has been playing the piano since he was three years of age and is able to play any piece of music he hears.

In June, 1927, he began to study music and in less than a year's time was able to win the gold medal in the Junior High School Musical Contest of the Monett district, held at Aurora, Mo., April 6. He was the youngest contestant and played "Etude in A" by Wallenhaupt.

He has a very promising future in the musical world and he is planning years of study.

Who's Who

Elsie—There's a man at the door, Pa, who says he wants to see the boss of the house.

Pa—Call your mother.

Ma (calling down the stairs)—Tell Bridget.

Oh, Johnny!

Sunday School Teacher—We should never do in private what we would not do in public.

Bad Boy—How about taking a bath, teacher?

Sharply Dull

A scissors grinder stopped in front of a house. "How's business, Tony?" asked the mistress.

"Fine!" said he, "I never saw things so dull in all my life."

Not Present

Visitor—"Is your father at home?"

Small Son—"No. Daddy has not been here since mother caught Santa Claus kissing the cook."

The Knocker

There is room in this world for sunshine

And flowers and smiles galore—
But the only place for a knocker
Is just outside the door.

Jack and Jill

Sped up a hill.

A curve up there was sharp.

The car upset;

Jack's rolling yet;

Jill's playing on a harp.

—University Life.

Sambo: What kind of watch you got?

Jasbo: I has a wonder watch.

Sambo: Wonder watch! Never heard of that before.

Jasbo: Well, you see it's this way. Every time I look at it I wonder what time it is.—Railway Age.

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Vol. 5**JUNE, 1928****No. 9****A Drummer Speaks His Piece**

THE robust man with the jovial smile lighted a fresh cigar and benignly surveyed the crowd in the smoker of No. 10's rear Pullman.

"I've been sitting here for a half hour," he calmly observed, "and I'm about to change my mind about the favorite indoor pastime of American males. It used to be poker. Now it seems like it's cussing the railroads. I've been piling up twenty-five or thirty thousand miles a year on American railroads for twenty-five years—not making much money, but having lots of fun. I've seen railroad managements come and go, and railroads go up and down in efficiency and comfort. But I'll tell you gentlemen here that you're considerably in error when you make statements like some I've heard here tonight.

"Let's take this road for instance. I remember the Frisco when they used to say 'St. Louis-San Francisco Railway System—hell! They haven't got a system and don't go to Frisco.' Well, the ambitious dreams of the original founders haven't materialized yet as far as making these rails stretch to the West Coast, but the Frisco is some railroad today, and don't you let anybody tell you different.

"I've been supplementing my own knowledge gained from riding their trains, by reading the newspapers. I know from personal experience

that you get as nice a ride on a stretch of Frisco main line as you do anywhere else in America, that the Fred Harvey food in their diners and station restaurants is the superior of any other railroad food in America, that they run their trains on time, and that their equipment is good and their motive power excellent.

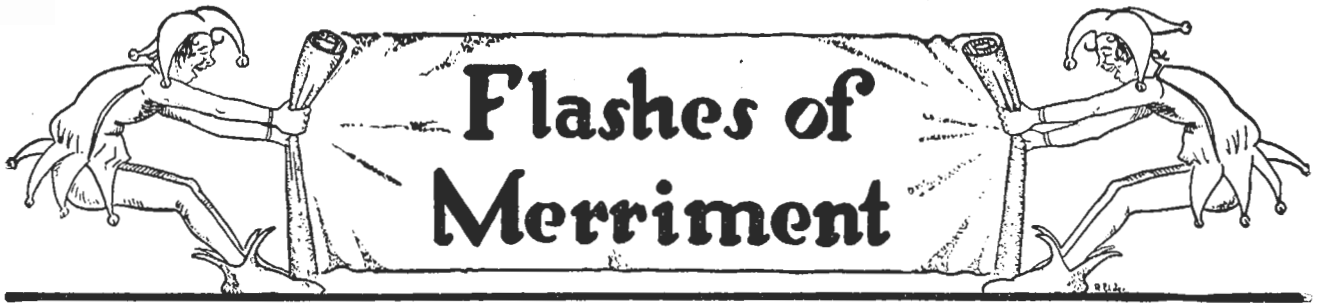
"I read their annual report the other day and saw where they had a decrease of \$5,000,000 in gross revenue in 1927. That's not bad. Other roads had more decrease. But the point is—the crowd running the Frisco today had a decrease in net of only one million and some odd thousand dollars. And if you don't think that means efficient operation look back over the cost sheets in your own businesses when you get home.

"I read, too, that the Frisco's completed its line into Pensacola, Florida, and now has its first 'home' port. That means no more short-hauling to tide-water. They're cutting out the 'middle man', as some of us drummers would say. And they've just opened a new \$1,750,000 terminal in Memphis to speed up traffic handling from the Kansas City and St. Louis gateways to Pensacola's port. The superior motive power on the Frisco makes it possible to take this train the 542 miles from Oklahoma City to St. Louis without a change of engines, and I think they only use one engine on their through passenger service from Kansas City to Birmingham, a longer run yet.

"Nope! You boys are criticising the other guy's game without knowing what you're talking about. You ought to read the railroad news in the papers. It wouldn't hurt some of you to bone up on this freight rate situation either. You chaps talk like the railroads make the rates. Read up on the Interstate Commerce Act, and see what the Commission does on freight rates. Then if I hear any of you cussing the government of the United States I'm liable to sic the United States district attorney on you for treasonable utterances.

"While I go back here and have a chat with the conductor before I turn in, I suggest you good friends try to figure out what they're doing to Rogers Hornsby. That would be a better topic to guess about."

Members of the Veterans' Association meeting at Springfield, June 18-19, are to be more royally entertained than ever before. Don't miss it, Veteran!



Fur Protection

A skunk and her four baby skunks were basking in the sun when a big hound dog made his appearance.

"Children," said the mother skunk, "let us spray."

The Age

"How old are you, little girl?"
"Five on the train and six off."

At the Porter's Ball

"Is you all gwine bring your broom and pan with you at the ball?"

"No, sir—I ain't goin' take them things."

"You all bettah—member after the razor fight last year—all them grapes laying on the floor!"

"Grapes — man, them weren't no grapes, them wuz eye-balls!"

Yes, Yes!

"What were the epistles?"
"Wives of the Apostles, I guess."

Oh!

Husband: "Dear, will you please turn off the radio?"

Wife: "It isn't on—now as I was saying—"

What Air?

"What is wind?"

"It's—it's air that's—that's going somewhere."

Wrong Contact

He: "There's something wrong. This gear shift doesn't work."

She: "That's not the gear shift—it's my knee!"

In Dutch

He had come home late and staggered in. She met him at the door and gave him a terrific beating in the dark. Then she turned on the light.

"Why—you're not my husband!" she gasped.

"Are—are you sure?" he said, weakly.

Found

"Sandy" McGinnis had been absent from home and after a search of three days they found him—

Still riding on a pay-as-you-leave car.

Just a Part

"Sambo, why don't you all part yoah hair in the middle?"

"Why part my hair in the middle?"

"Then they'd be a alley in your block!"

Eliminated

"Are you the groom?" asked the bewildered old gentleman at a very elaborate wedding.

"No, sir," was the reply of the young man. "I was eliminated in the preliminary try-outs."

No Room

There is room in this world for sunshine

And flowers and smiles galore—
But the only place for the knocker,
Is just outside the door.

A Smaller Order

Father-in-law: "How would you like a cow for a wedding present?"

Bride: "Oh, a cow would give more milk than two could need. A calf would be about right."

—U. P. Magazine.

What He Can Do

"No, lady, I can't chop wood."

"Well, there will be some coal here any minute, and you can carry it in."

"Sorry, but I can't carry coal. If you have a gas stove, I'll light it for you."

A Wild Pitch

The radio announcer was transmitting a play-by-play account of the World Series game. At an exciting moment he yelled out:

"He swang at it!"

Seventeen sets in Boston burned out.—Life.

Youthful Ambish

"Jimmie," said the teacher, "what is your greatest ambition?"

Jimmie considered thoughtfully.

"I think," he said, "it is to wash mother's ears."

It Might Be

The Golfer: "They're all afraid to play me. What do you think my handicap is?"

The Girl: "Oh, I don't know. It may be your face."

I Vish I Vas You

A German addressing his dog, said: "You vos only a dog, but I vish I vas you. Ven you go mit the bed in, you shust durn round dree times und lay down. Ven I go mit der bed in I haf to lock the blace und vind de clock and put the cat oud und undress myself, und my vife vakes up und scolds me. Den de baby cries und I haf to valk him up und down den maype ven I shoust go to sleep, it's time to get up again. Ven you get up you shust scratch yourself a couple of times, stretch, und you vas up. I haf to quick lite de fire, und put de kettle on, scrap mit my vife already und maype get some breakfast. You play all tay und half blenty of fun. I haf to work all tay und half blenty of drouble. Ven you die, you vas dead; ven I die; I haf to go to hell yet."

—Exchange.

The Same

Teacher (sternly)—"This essay on, 'Our Dog,' is word for word the same as your brother's."

Small boy—"Yes sir, it's the same dog."

An optimistic Colorado farmer, on seeing some clouds floating by, remarked: "Well, I guess we're going to have some rain."

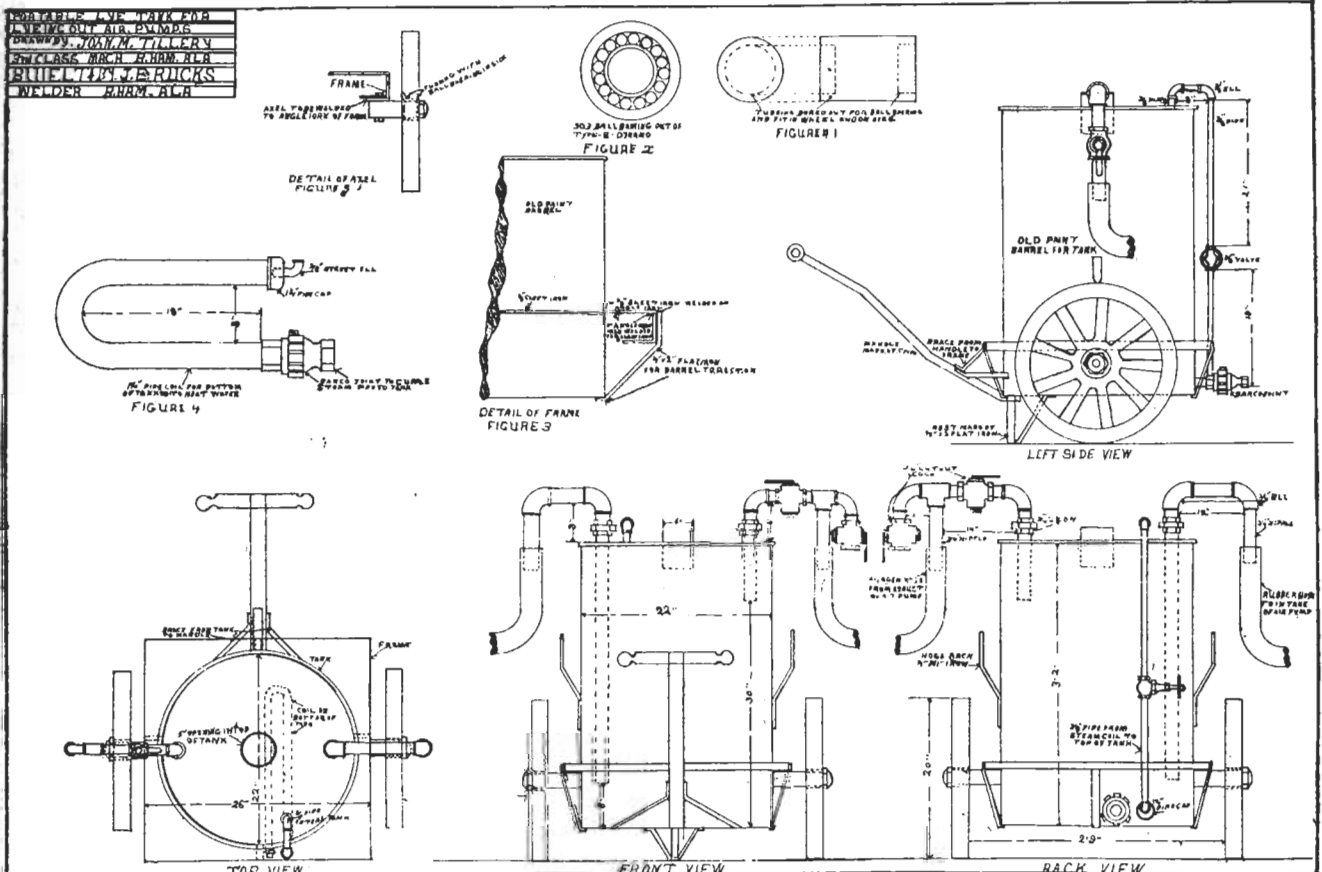
"Aw," said his pessimistic neighbor, an ex-railway man, "those are just empties coming back from Iowa!"—The Earth Mover.

"How's your new radio?"
"It's a howling success!"



A weld of a half circle in the barrel of the left cylinder, thirty-eight inches long and 1/2x3 inch reinforcement on the outside of the cylinder, was made. The total cost of the operation was \$78.33, which saved the Frisco approximately \$600.00 the cost of a new cylinder.

Front row, left to right: H. T. Kennemer, division chairman; W. H. Motes, president, and F. C. Shaw, vice-president.



ON MEMBERSHIP DRIVE

The Ladies' Auxiliary of the Frisco Association of Metal Crafts and Car Department employes of Chaffee, Mo., Local No. 11, are working in a membership contest, lasting through May, June and July. The losers will entertain the winners with an entertainment and supper.

At the last meeting of this auxiliary, four new members were initiated. They were, Mrs. Mary Reeves, Neisha Denton, Opal Stringfellow and Demova Reeves.

The Playground Ball League of Ft. Worth, Tex., is in full swing. Three teams are entered from the Frisco offices, one each from the office force, the car department and the shops, and each team play one game a week.

SPORT NOTES

Tennis is claiming the attention of many of the Chaffee, Mo., employes. Ranney, McDonough, Bill Henke and R. E. Pipkin, all old heads at the tennis game have promised their support of a tennis team.

The Frisco shop ball team of Oklahoma City, now holds second place in the City Twilight League, having won three games, lost two and tied one. The team expects to win the pennant for the season.

A number of employes in the Frisco office building at Ft. Smith, Ark., are sponsoring a tennis court to be erected on the Frisco right-of-way, to be used by employes only.

Frisko Mechanic Family News

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

R. R. Holmes, engine inspector and family, visited friends at Monett, Mo. C. S. Sellars, machinist, is on the sick list.

On May 7 the stork left at the home of R. E. Davis, fireman, an eight-pound boy.

Jim Mulky, hostler, is seriously ill at his home.

Howard Holmes, engineer, is in Springfield spending a few days.

Bill Davis, fireman, is sporting a new Chevrolet coupe.

Claude Jones, car inspector, is on the sick list.

H. Miller, cashier, is sporting a new Chevrolet coupe.

Fireman A. M. Box has a new arrival at his home—a baby girl.

I. W. Hill is sporting a new Chevrolet coupe.

Conductor Fickey recently loaded a car of radishes at Tulot and Marked Tree and expecting to load something like 43 cars this season.

George Mitchell, hostler, is on the sick list.

J. J. Edginton, stationary fireman, made a trip to Oklahoma recently.

Earl Lewis, hostler helper, resigned that position and went to work on the section.

LOCAL No. 24—AMORY, MISS.

EVERETT D. HANSEN, Reporter

G. M. Beggs, night locomotive inspector, has been off several days on account of sickness.

Robert Stevenson, car clerk, has just returned from a motorcycle trip through Birmingham, Atlanta and Tampa.

Local No. 24 held regular meeting April 17, which was well attended.

Anton B. Holmquist, machinist of St. Louis, was a visitor at Amory roundhouse recently.

We had a short visit from D. Forsythe, general road foreman of equipment, recently. The boys are always glad to see Mr. Forsythe.

Dock Dees, car man, has returned from a week-end trip to Birmingham. While there he entertained himself at East Lake.

Mr. and Mrs. Marshall Malone are

the proud parents of a fine eight and one-half pound girl. Congratulations!

Ed Grizzle, store room trucker, has recently purchased a new four-door Whippet six sedan.

W. J. Patterson, storekeeper, has purchased a setter bird dog to go with the pointer that he bought a few weeks ago.

BRIDGE AND BUILDING DEPT. SPRINGFIELD, MO.

ARTHUR BUNCH, Reporter

Thomas Baker was off work on account of illness.

Ellis Mayfield recently gave a house party. Several of the B. & B. boys were there.

Mr. William Skyles and his gang recently repaired the bridges on the Chadwick branch.

Mr. M. R. Jolmson and his gang recently repaired the bridges and depot at Veiona, Mo.

Mr. J. P. Carter and his gang recently renewed the roof on depot at Marshfield.

Mr. John McGill was operated on at the Springfield Frisco hospital and is now getting along fine.

Dock Gamoult recently visited relatives at Joplin, Mo.

Barney Henderson has gone to Pensacola, Florida, to engineer the pile driver. He expects to get back in June.

NORTH SHOPS—SPRINGFIELD, MO.

SHERMAN W. ELLIS, Reporter

Fred Clement, machinist, was confined to his home a few days recently, with the flu.

Jack Gehrs, rod gang foreman, has purchased a new 28 model Chevrolet coach.

Lawrence O. Myers, boiler maker third class, received a slight injury to his right eye April 17—"Don't be careless men, wear goggles."

J. A. Woodson, tool room foreman, returned to his duties May 11, following several weeks' illness at his home.

S. B. Hooper, night stationary fireman, spent the first ten days of May with friends and relatives in St. Louis and Chicago.

H. J. Ray, shop superintendent, was confined to his home several days with the flu, returning to his duties May 7.

A. C. Swineford, shop order clerk,

spent Sunday, May 6, in Kansas City, visiting with Dr. J. E. Byrnes.

Merrell Denoon, brass moulder, having had his tonsils removed April 27, returned to work May 7.

Vern Davis, mechanic's laborer, received an injury to his right foot by stepping on a nail that had been left in a scrap board. "Safety First—never throw down a board with nails in it."

Homer Davis, H. D. Brown and C. D. Parke, safety first committeemen of the car yards, were visitors at the north shop safety meeting May 1. We are doing everything possible to eliminate accidents at this point. Another good showing for the month of April, only three slight injuries—none reportable and no time lost.

Wm. Stanley, labor foreman, has been confined to his home the past several weeks on account of severe illness.

Motor car 2117, which was received at this shop April 12, has been given a complete overhauling, and was ready for service May 23.

Al. Ball and Buck Reddick, left town early Sunday morning, May 6, and motored to a fishing hole near Ft. Scott, Kansas, where they fished all day. They returned late that night with a fine day's catch, which consisted of one small fish about six inches in length. This is the first fish story of the season, but a true one.

Grant Short, machinist and his wife, expect to leave on a thirty-day vacation trip to California, June 1.

Pete Stinger, foreman at Sherman, Texas, and formerly of this shop, was a visitor here May 11.

Tim Regan, machinist, who has been off from work the past two months, is still unable to return to work. We hope for his speedy recovery.

J. A. Champieux, machinist and his wife, expect to leave June 15, to spend a fifteen-day vacation with friends and relatives at Scranton and Manns Choice, Penna.

CAR DEPARTMENT MONETT, MO.

D. F. TOBIAS, Reporter

Sim. P. Walker, car inspector, returned to work May 14, considerably improved in health after being off duty since March 5.

Coach Foreman T. M. McMillen returned from the hospital at St. Louis May 3, where he had been taking treatment for rheumatism. At this writing he has not returned to work, but states he will be on the job in a short while.

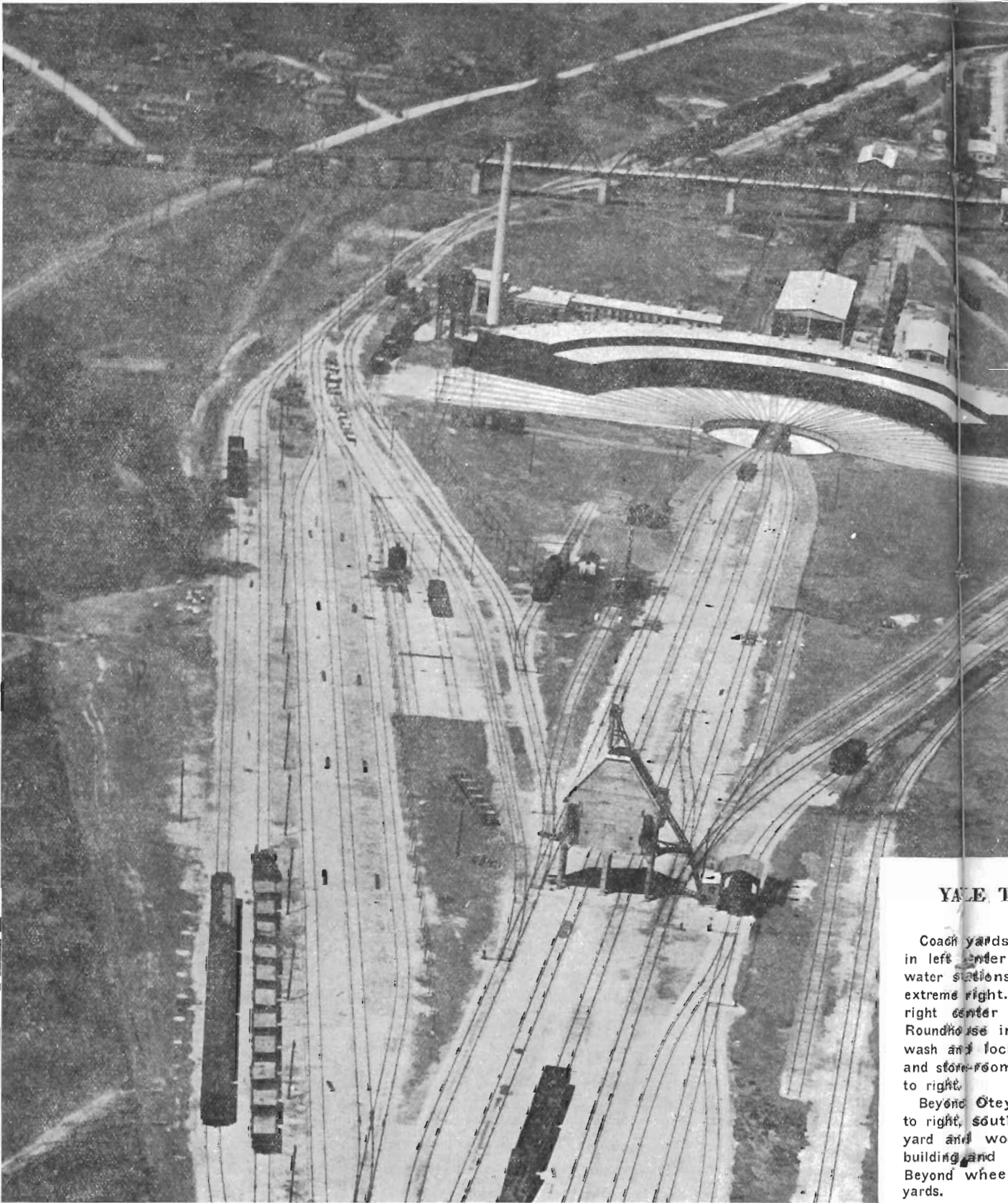
No injuries reported in the car department during the month of April. Wasn't that fine? The general foreman, Mr. Kaufman, is proud of that month.

Sickness this spring seems unusually severe. J. E. Proctor, car repairer, has been off since the latter part of April account "flu." Others losing time account sickness were C. T. Wood and E. R. Haggard.

Ira J. Stockton returned to work May 1 after losing two months account injury to his left hand.

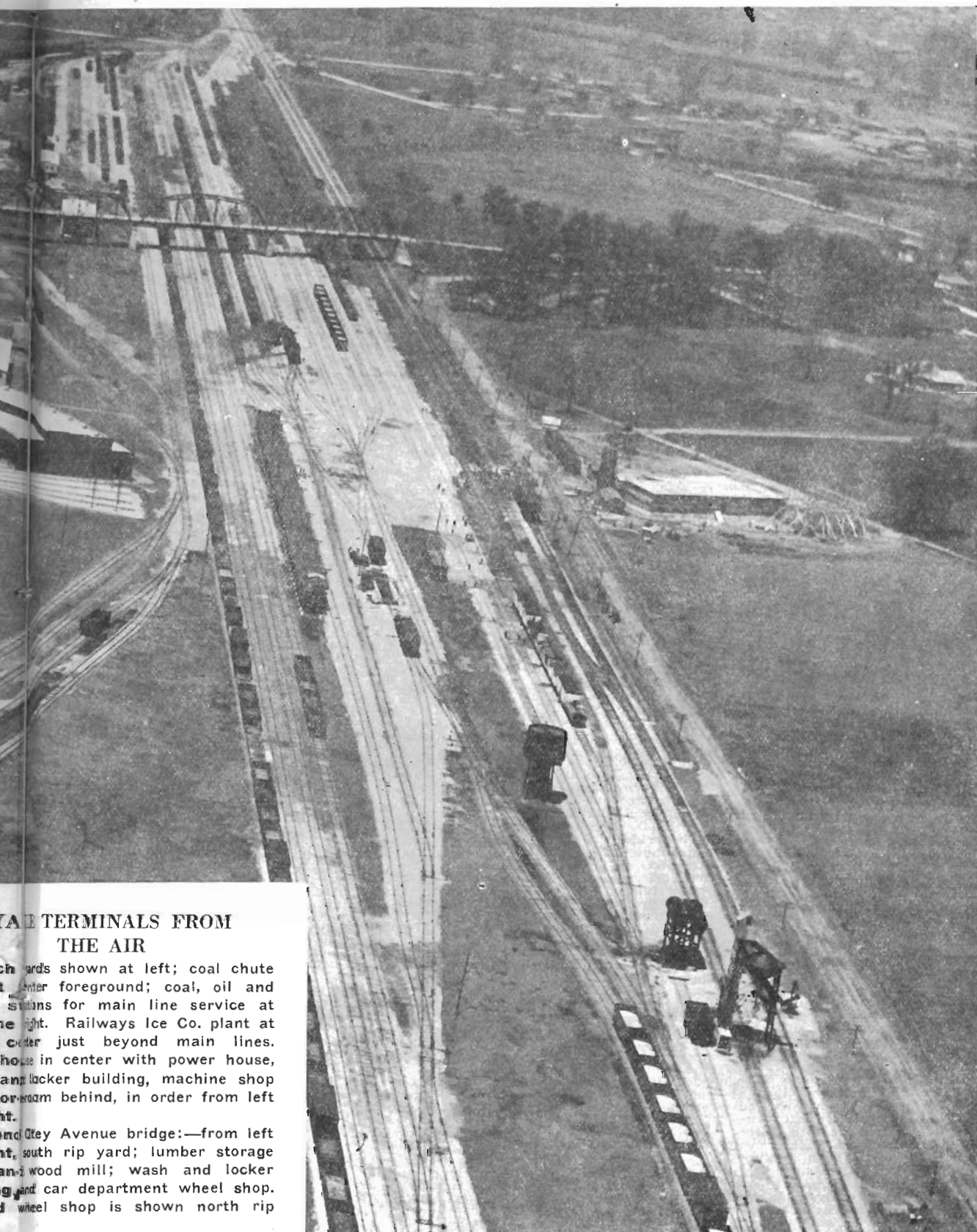
Vacation time is at hand. Foreman C. F. Davidson expects to visit his old home folks and acquaintances in the Carolinas; piece work checker J. E. Graham and wife will visit the old home town and relatives in Mississippi; coach foreman A. Kesterson and wife have planned a trip to California and coach foreman T. M. McMillen and family will visit relatives at Chula and Wheeling in the northern part of this state. General Foreman R. G. Kaufman says he has no trip planned, but we'll all bet he is watching the big league ball scores for a chance to see several of the games.

Ye scribe spent a day with the home folks at Willow Springs in the early part of May. Every day, in every way, the wife's biscuits taste better and better.



YALE T

Coach yards
in left center
water stations
extreme right.
right center
Roundhouse in
wash and loc
and store room
to right.
Beyond Otey
to right, sout
yard and wo
building and
Beyond whee
yards.



RAIL TERMINALS FROM THE AIR

Yards shown at left; coal chute
center foreground; coal, oil and
stations for main line service at
right. Railways Ice Co. plant at
center just beyond main lines.
house in center with power house,
and locker building, machine shop
or room behind, in order from left
right.

and Oley Avenue bridge:—from left
right, south rip yard; lumber storage
and wood mill; wash and locker
and car department wheel shop.
wheel shop is shown north rip

Also these are the days when strawberries are ripening. If our friends all remember their promises we'll have many a shortcake.

LOCAL No. 17

WEST TULSA, OKLA.

E. F. BEATY, Reporter

Henry Sommerfrucht is in the hospital at St. Louis, where he will undergo an operation for appendicitis. We wish him a speedy recovery.

Clay Knight has traded his Ford coupe in on a new Chevrolet coach. He seems to be well pleased with his new car.

Edward Sasser, box packer, has been transferred to Okmulgee, temporarily. John Lear, supplyman, has been promoted to a day job on the coach yard.

George Campbell, laborer, has just returned from a ten-day vacation spent at Stillwell, Oklahoma, visiting his parents.

Local No. 17 had a little entertainment May 2, a short musical program together with several interesting talks and then refreshments.

W. A. Neal, lead coach carpenter, has been on the sick list for the past week.

R. H. Snodgrass, piecework checker, spent several days in Nole, Mo. His intention was to fish.

Walter Whittaker, car carpenter, is on the sick list at this writing.

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Mr. Ray Sheppard, machinist, and sister, Mrs. Carl Baker were called to Denver, Colo., recently account serious illness of a sister.

Chester Purcell has been on sick list with the flu for the past week, but is improving at this writing.

G. W. Clinton, stationary fireman has been quite ill for the past two weeks with an infection in his leg, but now seems to be recovering.

Wilbur Ayers, machinist, is enjoying a short vacation, which he is spending at home helping the "Missus" clean house and spade the garden.

Mr. and Mrs. J. A. Barkley, wrecker foreman, are entertaining their daughter, Mrs. Marion Harris of Sedalia, Mo.

The car department at this point is going at top speed, getting all 120,000 series box cars in good order for the wheat crop which at this time gives promise of a bumper one.

Another industry for Enid, one showing the importance of Enid as a grain and milling center, is the location of a 5,000 barrel mill, of the Pillsbury milling interest of Minneapolis, Minn. There will also be a million bushel elevator in connection. The elevator will be finished in time for this year's crop.

Water Service Department

Mr. Jack Lenox, water service foreman, is having his home thoroughly repaired and re-decorated.

Arthur Haldaman and gang, just recently renewed the boiler at Ames, Okla., pump station. They don't last long out here in this limestone water.

Since the installation of our new water supply system at the roundhouse at Enid two years ago, which consisted of three Layne Bowler vertical centrifugal electric driven pumps, water failures are a thing of the past.

Mr. E. L. Thomas has been looking rather sleepy of mornings lately. Ed has purchased a brand new radio.

Mr. George Whitley recently made repairs to the oil engine at Thomas pump station.

We are glad to report Mr. Jack Lenox's family improving after several week's illness with the mumps and flu.

Mr. James Sterns, water service foreman on the Rock Island, made this office a pleasant visit last week.

Mr. George Dodsworth and family visited with relatives in Marshall, Okla., Sunday, May 6.

Mr. George Whitley and family motor-ed to Oklahoma City, Saturday night May 5, for a visit over Sunday with Mrs. Whitley's brother and family.

LOCAL No. 20—HUGO, OKLA.

ORAY N. WRIGHT, Reporter

Our fishermen are still having hard luck, this time on account of high water.

J. M. Lawliss, engineer at Madill and wife were Hugo visitors this month.

L. S. Hope, helper, has left the service to take a clerk's position for the Sante Fe at Paris, Texas.

Howard Amos, car oiler has purchased a piano and we are inclined to believe that he will be a great musician some day if the piano will hold out. It's a self player!

The employees of Local No. 20 deeply sympathize with R. A. Wright, helper, in the loss of his wife, Mrs. R. A. Wright, who passed away April 19.

Howard Markham, extra man has been given a regular number. He replaced Louise Hope, who left the service recently.

Chester Cearly, boilermaker and G. G. Ford are doing some queer fishing lately. Just recently they went on a long trip and returned with an eel, and a snake. Claimed they used hook and line.

Clyde Knight, machinist, has returned from a Masqnic Convention at McAlester.

Dan Nease, helper is back on the job after being on the sick list for a few days.

Mrs. H. N. Johnson, wife of H. N. Johnson, storeman, has been visiting folks at Fort Smith this month.

Mrs. P. I. Holloway, wife of P. I. Holloway, car foreman, has been very ill the past two weeks.

We regret to report the death of the father of T. H. Wheelis who died April 19. We extend our sympathy to the family.

Another big surprise hit the roundhouse gang, also all of Hugo, when our most confirmed bachelor slipped off and married one of Hugo's fair co-eds, Miss Alpha Walsh. The lucky man was F. D. Knipp, machinist.

The bride is a strong Frisco booster, a graduate of Hugo high school in '23, also of O. C. S. at Guthrie in '26. She is very popular among the Hugo young folks.

The groom, who we thought to be a confirmed bachelor, was transferred here from Sherman, Texas, in '24. He was formerly from Marshall, Texas, where he worked for the Southern Pacific prior to being transferred to Sherman. We wish the happy couple years of happiness.

Chester Cearly, boilermaker, Sam Hollins, machinist, and Tom Tinsley, helper, have gone out to show the boys how to fish. We hope they catch a whale of a bunch of 'em, none of the rest seem to have any luck.

Joe Hammonds and W. F. Moore, machinist, have been on the sick list for the past week.

LOCAL No. 7—FT. SMITH, ARK.

LEE W. CAVINESS, Reporter

An auxiliary to our association by the wives, mothers, daughters and sisters of members of Local No. 7 was organized and officers elected at regular meeting Friday evening, April 27, at the W. O. W. club rooms, 9th and Rogers Avenue. Mrs. George C.

Shields, assisted by Bro. J. L. Eudy, division chairman, acted as temporary chairman and on her unanimous election for president continued the meeting to a very pleasing and enthusiastic conclusion. Preceding the election of officers several short talks by members of Local No. 7 as to the relation of an auxiliary to the lodge sponsoring it, were made. The officers elected and installed were: Mrs. George C. Shields, president; Mrs. Herbert H. Morgan, secretary; Mrs. Lela James, treasurer; Mrs. B. T. McCune, chaplain; Mrs. C. N. Moore, guard; Mrs. Fred Lawrence, conductor. After the business meeting a social hour was enjoyed.

J. R. White, boilermaker, has returned from a short visit in Chicago and St. Louis.

D. W. Stanley, wrecker foreman, is back on the job after several weeks' illness.

We regret very much to learn that our fellow workman, Bro. Sam Vance, carman, formerly of Springfield, suffered the loss of the thumb from his left hand in an accident while operating a rip saw.

Garcia B. Fuller, blacksmith, has recovered from the flu and is back on the job.

Luther Burns, machinist, has entered the general hospital at St. Louis for an operation for the removal of his appendix.

We were very glad to have Bro. Frank Junkins, our general chairman, with us at a recent meeting, and hope he will come again soon and often. His friendly advice and talks are greatly appreciated by all. We also had several of our supervisors with us at this meeting, who made short interesting talks, touching on the friendly relations now existing between employees and officers of our great Frisco railroad.

Our meeting nights have been changed from the 2nd and 4th Monday nights to the 2nd and 4th Friday nights. The ladies' auxiliary will meet the same dates. Visiting members of our association as well as those of the ladies' auxiliary are extended a hearty welcome.

The letter from our general chairman in regards to the joint picnic of the F. M. C. and C. D. E. was given a rousing cheer and Local No. 7 went on record as being greatly in favor of it, pledging their full support and co-operation. Committees will be appointed as soon as a definite date is set.

MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

C. H. VANDIVER, Reporter

The Ladies' Auxiliary of the Shop Crafts gave a country carnival the night of April 17, which was a very successful affair. About \$50 was realized.

O. J. Miller, electrician, and family are planning an extensive trip in the near future to Niagara Falls, New York City and other places.

B. W. Swain, general foreman, spent two days recently with his parents at Denison, Texas.

Frank Jones, car carpenter, has returned to work after being off on account of illness. Glad to see you back, Frank.

Elmer M. Pressley, car carpenter, who was at Springfield, is now working here. We are glad to have him with us as he is a very valuable asset to our ball club.

D. L. Jackson and family are now in Missouri on account of the serious illness of Mrs. Jackson's father.

Clay and James Nash, car carpenters, are rated among our best fishermen, having paid \$12 recently for the privilege of one day's fishing. We failed to find out how many fish were caught.

Carl S. Ward, machinist, has just returned from the Frisco hospital at St. Louis, where he had his tonsils removed.

WEST SHOP LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. E. GODFREY, Reporter

Mr. and Mrs. George Tipton are the proud parents of an eleven-pound boy, born April 30. Mr. Tipton is a boiler-maker.

R. E. Skelton, machinist, is all smiles. Says he has a nine and one-half pound boy at his house, born May 2.

We are very sorry to announce the death of Ed. Taulman, blacksmith, April 28. Mrs. Taulman and family have the sympathy of the boys at the west shops.

Ervin Wheeler, blacksmith, was operated on for appendicitis, April 30. We hope Ervin soon will be back on the job.

C. L. Krumholtz, boiler-maker, and Miss Lillie Gregory, of Reed Springs, were happily married, May 5.

Eugene Hunter, boiler-maker apprentice, has the sympathy of the boys at the west shop in the death of his wife and baby, which occurred May 10.

M. C. Glass, boiler-maker, who has been ill for some time, is on the job again.

J. M. Wommack is on the job after being away several days because of a mashed foot.

Mr. and Mrs. E. J. Adams are the proud parents of a baby girl born April 17.

Mr. and Mrs. J. W. Burke are the proud parents of a baby boy born March 29.

Homer Nickles, boiler-maker, and Herschel Thompson, blacksmith, made a week-end fishing trip, May 5.

Jerry Coring, crane operator, was awarded first prize of \$5 in a buck and wing dance contest held at the Jefferson Theater, May 1.

Jim Gately, boiler-maker, has the sympathy of the boys at the west shops in the death of his mother-in-law, May 9th.

Mr. and Mrs. Charles Williamson recently returned from a trip to Clinton, Ia., where they visited home folks.

Jesse Weatherwax, locomotive cab carter, has the sympathy of the boys at the west shop in the death of his mother, May 7.

We are very sorry to announce the death of Mrs. M. C. Tuter, mother of V. R. and S. F. Tuter, boiler-makers, at west shops. The Tuter brothers have the sympathy of the west shop boys.

Clarence Martin, welder, is back on the job after an illness of long duration.

Hubert Mason is punching the clock again after a long absence due to sickness.

Some of the men have their fishing outfits ready to go to their favorite fishing holes. Watch out for the big ones.

Wanted—A tenor voice for West Shop Quartet.

NORTH BACK SHOPS SPRINGFIELD, MO.

ALEX WATT, Reporter

J. J. Burt has been transferred to Lindenwood, Mo., as assistant to the general storekeeper at that place. We rejoice at his good fortune much as we miss him.

Elmer Courdin, north side blacksmith, spent April 29 with his parents in the Monett, Mo., neighborhood.

J. D. O'Neil was called to Tulsa, April 28, by his sister's illness.

Harve Moore, north car yard carpenter, has returned to work after a two weeks' illness.

Harry Magdun, miller man, is back on the job after a serious illness of ten weeks' duration.

J. D. "Speedy" Roberts has returned to work after an illness.

C. E. Brower of the north car yards, visited friends in Fort Smith, Ark., April 29.

Mrs. Floyd Leonard, wife of the sheet metal worker of the north side, is visiting her mother and her daughter and other relatives in Des Moines, Ia.

H. J. Ray, shop superintendent, returned to work May 7, following an illness with the flu.

J. T. Scherer and wife, of Kansas City, Kan., spent the week-end of May 12 visiting Mrs. Scherer's sister, Mrs. Alex Watt, wife of the north side sheet metal worker.

WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

In last month's issue we were rejoicing with Mr. and Mrs. Matthew Rouse over the birth of twins, a boy and a girl. The little boy died, April 19, of an attack of acute indigestion. The sympathy of many friends is extended Mr. and Mrs. Rouse in their sad hour.

Our condolence is extended to William Coons and his sister, Mrs. H. D. Mercer, in the death of their sister, who passed away in Topeka, Kan.

Austin Wood and J. N. Stephens worked a few days in Springfield during the week of April 23.

W. E. Phillips, assistant foreman, has been suffering from a recurrence of trouble with his teeth.

Mrs. J. N. Stephens and daughter, Mildred, visited in St. Louis the latter part of April. Mrs. Stephens recently recovered from an operation at St. John's hospital here.

C. Tuck and gang made repairs recently at Newburg, Stanton, Dixon, Lebanon and Springfield, Mo.

Miss Leta Robinson, daughter of Mr. and Mrs. Charles Robinson, who is studying music in the Chicago conservatory, was home recently.

Mrs. Jesse Barker recently was ill with flu.

Wm. Marrs and Chancey Buckmaster recently made repairs on the pump station at Ash Grove, Mo.

John Sumner and force of men recently renewed the large storm sewer in the north shop yards.

J. S. Wood, water service foreman, recently supervised the renewing of the pumping equipment at Blairstown, Mo.

The writer's wife, who was called to Murfreesboro, Tenn., the latter part of March by the illness of her brother, returned home April 15 and again was recalled to Murfreesboro, her brother having suffered a recurrence of typhoid.

Any time anyone wishes a rain or a cold spell, just get yours truly to plan a fishing trip. Have the new boat and all kinds of equipment, but every time we have gone yet we have had to wear our overcoat. However, in this case anticipation is better than realization, so we get quite a kick out of planning our trips anyway.

Mr. and Mrs. J. W. Lamar, of Dixon, and daughter, Mrs. Lennie Raeder, of San Antonio, Texas, are visiting Frank Lamar and family.

EASTERN DIVISION PAINT GANG

GEORGE HOLLMAN, Reporter

Morgan Gavisk, B. & B. painter of Newburg, Mo., was a recent visitor in St. Louis.

A crew of B. & B. painters are burning off all of the switches on the Eastern division and repainting them with two coats of duco.

Ray Chaffin was recently called to Springfield from Newburg by the serious illness of his mother. The boys wish to express their sympathy and hopes for her speedy recovery.

The gang working on the Arlington bridge report they are catching some

mighty fine cat fish on trot lines. Some of the older heads are planning on bumping them.

The paint gangs express their sympathy to Ray Greathouse in the death of his brother, Edgar L. Greathouse, who was killed in a runaway accident, April 28, at Fair Grove, Mo. They also express their sympathy to the widow and the two children.

We are glad to report that the wife of W. I. Foster, paint foreman, has recovered, after being ill for more than a month, and also to report that Frank Foster, brother of W. I. Foster, is again on the job after an illness of three weeks.

Eddie Furst, scale shop mechanic, is the proud possessor of a new Star sport roadster.

Henry Nolan, B. & B. scale shop foreman, is again on the job after an operation in the Frisco hospital. We are glad to have Henry back.

We wish to extend our deepest sympathy to Walter White, scale shop mechanic, in his late bereavement, over the loss of his mother and father. Mrs. White died April 10, and Mr. White, April 26, at Centralia, Illinois.

Mr. Wadlow, father of William Wadlow, B. & B. painter, is visiting with relatives in Jacksonville, Fla.

Claude Hereford, scribe for the water service department, has built a new boat and launched it in the waters of the Lake Shore Fishing Club. Claude has christened it "You and Me" and we take it for granted that means "you" and "me" can use it any time we please. How about it, "Herf?"

OKLAHOMA CITY LOCAL No. 15

E. W. GEE, Reporter

Miss Pauline Harden, daughter of Car Inspector Harden, of Lawton, Okla., visited in Oklahoma City recently.

Ye scribe was off seven days with the flu last month.

Frank Jones is back from St. Louis hospital and we are glad to see him on the job again.

The Ladies Auxiliary held a carnival at Bohemian Hall May 4, and \$37 was taken in. The doll rack lead in receipts. Everybody had a good time. "The Hicks" were there alright and Dave Estes and Mrs. Moore as "Jiggs and Maggie" had the originals backed clean off the map.

A. L. Sasser, our division chairman, of Tulsa, was with us last week.

Charles A. Waddle, car inspector, and family visited at Shawnee, Okla., recently.

Our genial secretary, George Papin, visited at Tulsa last Sunday.

We are making big plans for Local No. 15 and hope to make it one of the best on the system. The members are realizing that Brother Frank Junkins is doing a great work for them and are sure that we will soon be 100 per cent at this point.

G. W. Gerwick, roundhouse foreman, visited at Chandler recently.

WEST SHOP—SPRINGFIELD, MO.

A. C. SMITH and A. H. BISHOP,
Reporters

L. D. Jones, machinist apprentice, finished his time at Monett, May 5, and has been employed as first-class machinist at this shop.

C. W. Martin, welder, is back on the job, after several days' absence account sickness.

Roy Putman and Sherman Tuter, special apprentices, have finished their time and have been assigned first-class numbers at this shop.

We wish to extend our sympathy to Chas. E. Hunter, machinist apprentice, in the recent death of his wife, Mrs. Vida Hunter.

Theo. Newton and Everett Bausch are the "Mutt and Jeff" of the west shop.

John McLaggon, machinist apprentice, and Miss Pauline Ellison, were quietly married in Ozark, Mo., March 6. George DeMille claims old age or the gout is creeping up on him.

Joe Breshears, machinist apprentice, is having a new home built in the 2500 block on North National.

Ira Cantrell and Miss Marjorie Davis were married in Commerce, Okla., Jan. 28, and succeeded in keeping it a secret until recently.

Now that the city election is over and the baseball season has opened, the baseball season has opened the boys have a new topic for their conversation. If we could go by the number of games that have been played in the wash room the Cardinals would have won and lost the pennant twice.

The boys in "Greasy Corner" are certainly proud of their new Libby Lathe. Richard Wilkins, box fitter, in the driving box gang, is confined to his home with the flu. We all wish Dick a speedy recovery.

We hear of poultry and stock farms but the latest is the rabbit farm, started by Harry Smart and Albert Pearson.

MECHANICAL DEPARTMENT WICHITA, KANS.

JAS. N. HARGROVE, Reporter

The Frisco florist has been here beautifying the Frisco property by setting out flowers and evergreen trees. We are sure glad to see this done.

John Hatton, car repairer, spent the last part of May in Oklahoma visiting friends and relatives.

This is the time when every one wants to get out, and we are planning fishing and hunting trips.

Rex Gill, roundhouse clerk is sporting a new Chevrolet.

BIRMINGHAM MECHANICAL DEPT.

RALPH L. EVANS, Reporter

The main topic of conversation in the office and roundhouse right at this time is "vacation." Every one that possibly can is planning on going somewhere and doing something. Reider Tangsrud, machinist, started the "proverbial ball" rolling by asking for a leave of absence for ninety days in order that he might visit his relative in Oslo, Norway. Mr. Tangsrud is returning in the early fall.

Miss Dudley, distribution clerk, is planning on leaving, May 17, to spend her vacation in Selma, Ala. and Montgomery, Ala.

Mr. John M. Haley, first class boiler-maker, and wife, are planning on taking a trip soon to Post, Texas, to visit Mr. Haley's brother. On their trip they will stop over in Memphis, Tenn., for a short while to visit relatives of both Mr. and Mrs. Haley.

Mr. Talmadge L. Purdy and Arthur M. Askew, Jr., machinists, are going to Buffalo, N. Y., by the way of Chicago and Detroit some time in the near future. While in the north they intend visiting Niagara Falls, Toronto and many interesting parts of Canada.

Mr. Roy Ramey, first class pipe-fitter and family, have returned from a trip to Kansas City, where they visited relatives.

Mr. Wm. C. Barre, clerk in store department, is recovering from a bad cold he caught on a recent fishing expedition.

Mr. B. F. Elliott, foreman of car department, is planning on taking his vacation during the early part of June and is going down in Texas on personal business.

Mr. G. E. Westbrook, storekeeper, is planning on moving sometime this month or the first of June to his new home on University Heights.

Mr. Dan M. Cosby, first class ma-

chinist and wife, have returned from a delightful southern trip, having visited points of interest in Florida and Cuba.

Mr. Pardee Henderson has returned from Georgia, where he has recently been visiting relatives.

Mr. R. G. Blankenbaker, piecework checker, and wife, spent Mothers' Day in Amory, Miss., visiting Mr. Blankenbaker's mother.

Mr. J. E. Rucks, local chairman of the Frisco Metal Crafts and Car Department Employees' Association, left May 16 for St. Louis to be in attendance at the meeting of the System committee.

Division safety meeting was here in Birmingham for the month of April, and Birmingham employees were very glad to have the pleasure of entertaining the division foremen and other members of the division accident prevention committee. The employees at this point are doing everything in their power to assist the Southern division to win the loving cup for the next quarter.

Much interest is being displayed in the dancing class started by Miss Dudley. Miss Dudley stated that she was tired of the boys in the shop giving for their excuse for not going to the employees' club affairs the fact that they could not dance. If Miss Dudley can teach as well as she can dance there will soon be a lot of dancing sheiks around the Birmingham shop. Miss Dudley states that Mr. Bert Badgley is her "star pupil."

Mr. Charles A. Gateley, first class blacksmith, has been assigned to the position of blacksmith to succeed Mr. W. L. Lawson, deceased. Mr. Gateley was sent here from Lindenwood, Mo., where he was employed temporarily and states most emphatically that he is glad to get back to the sunny South.

Mr. L. D. Davis, car department blacksmith, spent a few days in the employees' hospital at St. Louis undergoing an operation the first of May. Mr. Davis is now back on the job.

Mr. W. A. Hairsine, who spent a few days here working in the place of car department blacksmith L. D. Davis while Mr. Davis was in the hospital at St. Louis, has returned to Memphis.

On Saturday, April 28, the secret and mysterious order of brotherhood of billygoats and the secret and mysterious order of sisterhood of nanny goats had a grand celebration in the form of a picnic at East Lake Park.

On May 1 the Birmingham Traffic and Transportation Club were hosts to a number of mechanical department employees, as well as a number of other Frisco employees at a well planned athletic entertainment given at the Birmingham Athletic Club.

Mr. W. O. Lee, first class machinist, announces the birth of a baby boy weighing seven and one-half pounds. Mother and baby are getting along nicely.

Mr. Paul Connolly, first class machinist, is the proud father of a baby girl, weighing nine and one-half pounds, born on May 9. Mother and baby are doing nicely.

Mr. A. R. Jacobs, joint car inspector, announces the birth of a new car inspector at his home.

Mr. J. M. Tillery, sheet metal worker, is still unable to return to work. Mr. Tillery has our best wishes for a speedy recovery, and hope to see him back on the job again soon.

Mr. James B. Butler, car inspector, has returned from the St. Louis hospital, where he recently underwent an operation.

Mr. Fred Watson, drill press operator, continues ill at a hospital in Anniston, Ala. The boys all hope that he will recover soon.

Mr. C. D. Nelson, joint car inspector, was forced to spend about a week in the St. Vincent's hospital account of a broken shoulder and arm, but is

now out again and getting along nicely.

Mr. Henry Honea, joint car inspector, was called to McComb, Miss., on account of the sickness of his sister.

Mr. Ollie Barre, joint car oiler, suffered a sprained ankle, May 12, while playing baseball with the Frisco terminal team, but is getting along nicely and expects to return to work soon.

Mr. H. A. Heape, joint car inspector, is back on the job again since having his tonsils removed at the St. Louis hospital.

Mr. R. G. Blankenbaker, piecework checker, is the proud owner of a new "baby Lincoln." Mr. Blankenbaker is very fluent in his praise of Henry's new product.

Engines 1614 and 1621 were transferred to the M. S. B. & P. Frisco's new line, at Kimbrough, Ala., May 2. A number of the switch engineers expressed their regrets at seeing these two switch engines leave the terminal.

The forces at Birmingham had an occasion for a great deal of gladness mingled with a certain amount of sorrow when the management saw fit to retire from service engines 3633 and Birmingham Belt engine No. 5, two small engines which have been in the service at Birmingham for a number of years. These two small engines have been a land mark in the Birmingham Terminal, having stood so long by the coal chute awaiting disposition.

Our hearts go out in sympathy to the family of Mr. Wm. L. Lawson, blacksmith, who passed away at 6:30 a. m. Tuesday, April 10. Mr. Lawson was an old timer on the Frisco and made many friends during his service. Otis D. Orr, painter in the car department, was called to Sherman, Texas, May 2, account death of his wife's brother. We extend to Mr. and Mrs. Orr our heartfelt sympathy in their hour of bereavement.

LOCAL No. 1—SPRINGFIELD, MO.

(In the Heart of the Ozarks)

JACK STEWART, Reporter

A meeting was held at the association hall Friday, May 4, and Sunday, May 6, of heads of departments to work on a new contract. Good results were reported.

Guy Haines, south shop, accompanied by his wife, are on a thirty-day vacation visiting sunny California.

Homer Richie, south shop, has our sympathy, as he has a broken leg.

Mr. Frank Rotterman, south shop, is breaking in a set of manufactured teeth.

Freeman Wasson, south shop painter was off several days on account of sickness, but is on the job again now.

Miss Helen Sanford, daughter of E. Sanford, painter, south shop, and also a member of the famous Springfield high school girls' drum corps, went to Pittsburg, Kansas, with the drum corps, who were guests of the Springfield Rotary Club.

Mrs. W. A. Stewart, wife of W. A. Stewart, machinist, south shop, has returned from a two weeks' visit with friends in Muskogee and Tulsa, Okla.

Local number one is planning on its annual picnic but haven't decided on the place or date.

Mr. J. C. Evans, south shop and family, have moved into their new home on East Monroe.

Mr. Lewis Owens, south shop and wife, announce the arrival of an eight-pound baby girl at their home.

Mr. Orin Thompson, south shop and wife, also have a new arrival in their family—a boy, weight eight pounds.

Mr. Ralph Beck, son of W. C. Beck, north shop, won a letter in track at Springfield Senior High School.

Local number one, F. A. M. C. and C. D. E. met April 27, at their hall 1126 Boonville Avenue. A short meeting was held and one new member was taken in.

Mr. James Newkirk, south shop, and family, have moved on a farm northeast of Springfield.

Mr. Homer Kerr, south shop, was painfully injured recently by a fall, when he broke five ribs. Mr. Kerr is on the job now and all right.

John and Tom McCallough have also taken to the farm life, purchasing eight acres northeast of Springfield.

Local number one, F. A. M. C. and C. D. E. met May 11 at 1126 Boonville Avenue, for a business meeting. The meeting opened with a nice talk on safety first, by Uncle "Bill" Morrill. Some discussion was held as to where the annual picnic was to be held. Resolutions for the new contract were read by President Reynolds. Mr. Mills, head of the accident prevention department, gave a very interesting talk. Mr. Frank Junkins, general chairman of the association, attended this meeting and was impressed by the crowd of approximately one hundred and fifty members.

Mr. Hazel Fitzpatrick, south shop, has moved back to his farm south of Springfield.

Mr. Frank Todd, south shop painter, is back on the job again after several weeks of sickness.

Mr. Frank Rotterman and wife motored to Monett, with a party, Sunday, May 6.

Virgil Brown, son of Theodore Brown, south tin shop, was a member of the Southwest Missouri High School baseball team.

Local number one extends sympathy to H. F. Brown, chief clerk to L. J. Leysaht, and Theodore Brown, south tin shop, in the death of their mother.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

"When a woodpecker works he uses his head," is the subject of an illustrated cartoon which was recently posted by the National Safety Council, and has caused many laughs and much serious thought. It also brings out the fact that we of the north shops surely are following the example of the woodpecker, as just recently we had three successive months without an accident, and during the past month we only had one reportable injury.

W. A. Gooch, oxwelder, who had tonsillitis, has returned to work.

Cecil Groves, cellar packer, is occupying his own home at 1509 West Thoman Street. He recently purchased the property.

Lester Keithley is another one of our employes who soon will be in his own home, as he is building a house on his property on West High Street.

Fred Bobzien, machinist, has returned from Oklahoma City where he went to visit a new grandson. The youngster is the son of Clifford Bobzien, who finished his apprenticeship here some time ago.

Edward Roupe, machinist on air work, is ill.

Mr. and Mrs. J. E. McBride, have the sympathy of the roundhouse employes in the loss of their four-year-old daughter, Elnora, who died April 26. Mr. McBride is a machinist on the second shift.

B. W. Law, boilermaker, also has the sympathy of the roundhouse employes in the loss of his father.

Mr. and Mrs. Ralph Bowman are spending sixty days in and around Chicago, where they formerly resided, visiting relatives and friends. Mr. Bowman is sand house attendant.

Mr. and Mrs. Charles Dummit recently spent several days visiting in Tulsa, Okla. Mr. Dummit is third shift grease cup man.

John Derrick, machinist, is all smiles over the arrival of a seven-and-one-half-pound boy, William Oliver.

R. A. Cage, boilermaker, has the honor of possessing the first new model Ford touring car to make its appearance in Springfield. It is also

the first new model to be owned by any roundhouse employe here.

Lawrence Patton, machinist, will view the Ozarks scenery this summer from the Ford sedan which he recently purchased.

Byron F. Player, engine watchman, and Miss Bernice Burt of this city, are this month's victims of Cupid. Their many friends extend congratulations. The young couple are at home at 1253 Clay avenue.

Ray Caudle, roundhouse clerk on the third shift, died May 16, following a two months' illness. Mr. Caudle is survived by a widowed mother, two sisters and one brother to whom his many friends in the roundhouse extend sympathy.

LOCAL No. 30—PITTSBURG, KANS.

WILLIAM CHANEY, Reporter

Dick Morris and family have been visiting the former's parents in Watts, Oklahoma.

Clarence Million of Texas, and an ex-Frisco employe, has been the guest of his mother on East 10th Street.

Jerry Brown has traded his property in Pittsburg for a small tract of land near town.

William Chaney is recovering from a badly sprained ankle received in a fall from an engine.

WEST COACH AND PAINT SHOP SPRINGFIELD, MO.

FRANK SCHELLHARDT, Reporter

B. M. Pumphy, upholsterer and wife, announced the birth of a baby boy on April 23.

B. Phillips of the mill shop spent a few days visiting in St. Louis recently.

Howard Bader, coach foreman, will be in St. Charles for a few months inspecting new passenger equipment.

F. E. Wommack, carpenter, has just purchased a new Essex sedan.

When George Robinson, mill machine man, started to work the other morning he discovered that his car was missing. It was found later with all the tires gone.

Will High, cabinetmaker, recently visited relatives in Appleton, Kansas.

We extend our sympathy to Richard Bateman whose mother died at Memphis, Tenn., April 23.

A. J. Thomas, lead carpenter, has been appointed trimmer foreman.

Enoch Freeman, pipe man, has been off for the past month due to an injury. We are glad to say that he will be back on the job soon.

Felix Rohr, coach carpenter, was called to Dixon, Mo., on account of the death of his grandmother.

We extend our sympathy to August Miller, coach painter, in the recent death of his father. Mr. Miller was a retired Frisco veteran.

MECHANICAL DEPARTMENT TULSA, OKLA.

HENRY PHILLIPS, Reporter

Loyde Richerson was a member of a party that recently visited Mohawk Park, near Tulsa. He reports a most wonderful time. He says they have some of the finest machinery there that he ever saw.

R. G. Stumbrough, car department employe, is the proud father of a nine pound boy. He arrived April 21 in the Morningside Hospital of Tulsa.

Local No. 17 organized a Ladies' Auxiliary and we believe we are going to have the best Auxiliary on the entire system. The Auxiliary was organized Monday evening, April 23. While there were not many out that evening we had a good meeting and much was accomplished. The officers appointed were as follows: Mrs. H. A. Wright,

president; Mrs. I. B. Moody, vice-president; Mrs. A. L. Sassor, secretary and Mrs. J. S. White, treasurer. The first thing the ladies did was to give an entertainment. You can bet the entertainment was well attended. The ladies are planning to help the men with the Frisco picnic which is to be held about June 30. They are extending an invitation to the ladies and gentlemen of other locals to be at the picnic.

Ruby Emerson, machinist West Tulsa was passing the cigars the other day. He is the proud father of a ten pound boy. The baby's name is Norman D. Dean. Little Norman arrived Saturday, May 5.

Wm. M. Dalton, electrician, is in the Frisco hospital at St. Louis, Mo., suffering from stomach trouble.

V. I. Douglass, machinist has his grandmother, Mrs. Desselhouse from Los Angeles, visiting him for thirty days. After her visit here, Mrs. Desselhouse plans on going to Kansas.

Florine, daughter of J. D. Hollis, machinist, who has been in the hospital here in Tulsa, is improving rapidly. Jess says he thinks she will be able to come home in a few more days. We sure are glad to hear this for we did not expect Florine to live.

FRISCO FREIGHT HOUSE BIRMINGHAM, ALA.

A. C. HANSON, Reporter

Mr. J. J. Cummins, agent, has at last reached the enjoyable period of driving his new Nash automobile. His family will now ride while he is driving.

F. M. Packard, chief clerk has been on the sick list for past few days, but we are all glad to see him back on the job again today.

W. W. Johnson, station accountant, is on sick leave for a few days, the doctor having prescribed rest as the best cure for his illness. All the employes wish him a speedy recovery.

R. A. Allen, belt accountant, has a new Oakland sedan.

Miss Cammie Adkins, expense clerk, was overheard to tell an admirer that she was in the Frisco railroad business, and that she had no time for anyone who would not share his business with her company's business. So he gave her a carload of his business for her company's business. That's business too, a car every day makes Frisco pay.

I. E. Thomas, cashier and L. T. Hatcher, belt clerk, made a hurried trip to Sunny Tennessee on "Mother's Day". They visited Muscle Shoals enroute home and report a very pleasant trip.

W. L. Thorpe, team track clerk made a misstep recently and suffered with a sprained ankle.


W. F. McDaniel, special officer, has purchased a new Chevrolet sedan, his only reason being that he was tired of living alone and being late at the baseball games.

J. H. Sherman, night clerk, has moved to the suburbs of the city. Says that he can now hear the song birds without tuning in on Pratt City, O. K. M. N. X.

Aubrey Hoover, check clerk, returned recently from his vacation in the shady lanes of Florida. He reports a wonderful time and is better equipped for Frisco business.

J. F. Hill, delivery clerk is again on sick leave, this being the second time that illness has prevented him from performing his daily duties, and also requiring him to visit other climates for his health.

Several officials of Birmingham terminals have pledged themselves to be present at "Frisco's first admission into Pensacola, Fla.," the recent extension of Frisco's southern possessions. This event will be witnessed by thousands of well wishers along the new territory as well as those of the new Southern Terminal on the coast.



Frisko Family News

SOUTHERN DIVISION

JONESBORO, ARK. TICKET OFFICE

CARL YARBROUGH, Reporter

W. A. Sanders, second trick operator, has returned to work after a short vacation in the Ozarks.

J. V. Brower, extra operator, has been working here past few days relieving W. A. Sanders on second trick. Mr. Brower has now gone to Plantersville, Miss., as relief agent.

A. B. Rush, car repairer, has returned to work again, having recovered from his injuries sustained last December.

Roy Jolly, car repairer, is in St. Louis hospital undergoing minor operation to remove tumor from right side.

L. J. Brady, roundhouse foreman, has returned from Birmingham where he attended accident prevention meeting. He reports a most successful meeting.

R. J. Slagle, agent and yardmaster, is at this writing in Memphis attending agents meeting.

Daily local service between Jonesboro and Thayer each way has been discontinued and local freight will leave Jonesboro for Thayer every other day in future.

George Barbee, local conductor, whose run was discontinued on Jonesboro Thayer local, has bumped I. Z. Pierce, conductor on Jonesboro-Memphis local freight train 247-246.

T. A. Parr, conductor on B. & S. W. branch local, is taking a few days' vacation at Eagle Pass, Texas, visiting relatives, and enjoying a much needed rest on account of ill health. I. Z. Pierce is relieving Mr. Parr on the B. & S. W. branch.

The radish movement on the Jonesboro sub of the River division from Monett, Black Oak, and Senath is almost over, the radishes were not as good quality this year as last, however there were about sixty cars shipped to northern markets, bringing fair returns.

BIRMINGHAM TERMINAL

MRS. NELLIE MCGOWEN, Reporter

Instead of some of the employees in the superintendent terminal's office having "spring fever," they have "automobile fever," there of them having purchased new automobiles. H. C. Wilson, head train clerk, is the proud possessor of the first new Ford sedan around the Frisco; J. L. Godsey, timekeeper, an Essex coach, and W. N. Drake (better known as Butch) a new Whippet coach.

Wm. Fowler, clerk, has returned from Tucson, Ariz., where he was called account serious illness of his father who is in a hospital at that point. We are glad to report that Mr. Fowler is somewhat improved.

Mrs. A. S. Cowan, wife of special agent, was called to Montgomery, Ala., recently account illness.

S. E. Thompson, B. & B. carpenter, is in St. Louis hospital where he went for an operation. We trust Mr. Thompson will soon be able to return.

Mrs. Sallie Morton, mother of demurrage clerk, J. A. Morton, is in Nashville, Tenn., where she was called account of illness.

Mrs. S. A. Griffin, wife of switchman, is visiting in Shilo, Ga.

J. H. Sudduth, crossing flagman, is confined to the hospital in St. Louis account of an eye operation.

J. H. Johnson, demurrage clerk, has gone to Columbus, Ohio, as a delegate to the Brotherhood of Railway Clerks Convention. Mr. Johnson will also visit in Toledo and Cincinnati while away.

Mrs. J. R. Eddings, wife of crossing flagman, is visiting relatives in Chattanooga, Tenn. Mr. Eddings is visiting in Salisbury, N. C.

The election held on April 26 to determine whether or not Birmingham should have Sunday movies was defeated by a very large majority.

Mrs. J. G. Hughes, wife of yard clerk, is visiting relatives in Chattanooga and Rutledge, Tenn.

OFFICE OF TERMINAL ACCOUNTANT BIRMINGHAM, ALA.

EUNICE O. HAGERMAN, Reporter

J. P. Briggs, formerly in the office of division accountant, Fort Scott, Kansas, has been assigned to position of completion report clerk in this office. We are very glad to have Mr. Briggs with us.

Mrs. H. S. Coleman, and ye scribe enjoyed a short visit in Springfield, Mo., recently.

Bennie C. Dennis, assistant bill and voucher clerk, tendered his resignation, effective May 15, and left us to accept a position with the Tennessee Coal Iron & Railroad Company. We are very sorry to lose Ben as a fellow co-worker, but all join in wishing him every success in his new work.

We have been enjoying lovely weather lately, with the exception of one or two little flurries, when the temperature dropped to a low point. These, however, we attribute to the fact that Mr. H. L. Bird wore his light suit and that nifty new straw hat, which he is sporting.

OFFICE OF SUPERINTENDENT TERMINALS—MEMPHIS, TENN.

JOHANNA WEINER, Reporter

Accident prevention merit cup is with us again, this cup having been awarded to Memphis terminal for the first quarter of 1928. The cup was ours for the third quarter of 1927, after which it was awarded to the Western division for the fourth quarter. We now aspire towards keeping the cup with us for three consecutive quarters.

Mrs. H. C. Barnett, wife of chief clerk, is visiting in Wallace, Kansas, as the guest of her parents.

Sam J. Allen, Jr., a brand new baby son, made his arrival on May 12. We

offer our heartiest congratulations to Mr. and Mrs. Allen.

Charles E. White, yard clerk K. C. Junction made his appearance after rather a long absence due to illness. Glad to see Mr. White again.

Another name was added to the family roster of Tom Taylor. Little Thelma Louise made her arrival on May 10. W. G. Cary, assistant chief yard clerk, accompanied by wife and son Walton, Jr., spent several days with relatives in Verdi, La.

Miss Johanna Weiner, secretary, spent a week-end in Birmingham, Alabama, where she attended a conference of social workers as a Memphis delegate.

Mr. and Mrs. T. M. McMurray are the parents of a daughter, born on April 30. Mr. McMurray is a switchman in the terminal.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

Vacation time is here, several in this office having started theirs by taking a half day, and a day at a time.

We are glad to add to our number Mrs. Doris Dailey, who took Rose Matoske's place in the zone as key punch operator. Doris formerly worked in the division accountant's office.

S. L. Oliver attended a Rotary Convention in Columbus, Miss., April 17, 18, and 19, and on his return reported a fine trip.

Mrs. T. E. Bryant, wife of cashier's clerk, visited relatives in Springfield, Missouri, recently.

Billy Corkery, young son of our chief clerk, W. F. Corkery, has fully recovered from quite a long spell of illness, and has returned to school.

We all extend sincere sympathy to J. H. Norman, demurrage clerk, in the loss of his sister, Mrs. Margaret Hope.

Mrs. Frank Torina, on return from her honeymoon, and on a visit down to see us, was presented with a wedding gift—from us, a mahogany mantel clock.

Sorry to hear of the illness of Miss Mildred Estes' father, and Miss Dorothy Johnson's mother.

Miss Faye Barbee spent a week in Jonesboro recently, visiting her mother, and while away Miss Elizabeth Ramsey, daughter of our team track clerk, was placed on her position.

T. E. Bryant, cashier's clerk, visited in Marked Tree, Ark., Sunday, April 22.

Louis P. Alessio, McBee binder operator, resigned, April 30, to become a truck grower, as his father has given him several acres for that purpose.

Mrs. A. V. Garrett, wife of O. S. & D. clerk, was called to Baton Rouge, La., May 7, account the death of her brother.

B. C. Scruggs, assistant cashier, and J. H. Norman, demurrage clerk, have been on the sick list.

W. D. Welch, platform foreman, returned to work May 7, but was unable to stay through the day, due to his condition, and has since been quite ill.

Miss Dorothy Johnson, key punch operator in the zone, has been ill for

several days and is still suffering from tonsillitis.

Fred Kieffer, messenger, was seriously hurt, May 12, due to his motorcycle colliding with an automobile, badly crushing his right foot. He was rushed to St. Joseph's Hospital, and is still in a very serious condition.

Mrs. J. A. Ladd, wife of clerk in the zone, left May 15 for a visit with friends in Sapulpa, Okla., and also to attend a Convention of the Women's Benefit Association at Chickasha, Okla.

It is understood that Robt. J. Fortzinger, McBee binder operator, leaves soon for Springfield, Missouri, to be married. Hurry up and get back "Bob", as we want to meet the "Mrs."

Gordon Robertson, cashier, has purchased a brand new Chevrolet coach. He wouldn't wait on "Henry" any longer.

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Frisco employees at Birmingham regret very much to lose D. F. McDonough, who has been division freight agent for a number of years. Mr. McDonough has been appointed executive general agent, Memphis, Tenn. Anyone knowing Mr. McDonough and having been associated with him closely for years, could only learn to love him for his kindness and personal consideration in every way. He has our heartiest congratulations and best wishes for his continued success in his new position. He leaves a host of warm personal friends in Birmingham who will always welcome him back. About forty of Mr. McDonough's friends entertained him at a farewell luncheon at the Tutwiler Hotel, May 12, when he was presented with a handsome Gladstone traveling bag. His office force presented him with a small token of their appreciation of his personal friendship and several years of pleasant work with him.

We heartily welcome to our midst J. E. Springer, who succeeds Mr. McDonough as division freight agent, Birmingham. Mr. Springer is not unknown to Birmingham, having been here several months during 1918 and we are indeed glad to have him back with us.

Harry J. Brown, traveling passenger agent, accompanied the special train operated by the Frisco for the accommodation of the Confederate Veterans and members of allied organizations, totaling 300, Birmingham to Little Rock, Ark., to attend the Confederate Veterans recent reunion.

C. C. Clyde, cashier, Jasper, Ala., recently was called to Cabool, Mo., account serious illness of his mother.

W. L. Hadaway, has relieved Mr. Clyde as cashier at Jasper.

Your reporter spent a recent week-end visiting Mr. and Mrs. H. H. Thomas, Townley, Ala. Mr. Thomas is our agent at Townley and he is right on the job too, looking out for Frisco long haul at all times.

TRAINMASTER'S OFFICE AMORY, MISS.

VIOLET GOLDSMITH, Reporter

R. T. Hynson, night trainmaster, attended the recent Knight Templar reunion in Little Rock.

Mrs. H. R. Wade, wife of the assistant superintendent, recently visited friends in Thayer.

Mrs. E. A. Teed and daughter, Lenore, have moved to Springfield where Mr. Teed was transferred.

John H. Rumsey, former traingram clerk at Amory, has been appointed

joint clerk with A. T. & N. and Frisco at Aliceville, Ala.

R. L. McKinney, brakeman, recently went to Columbus, Miss., to officiate as high priest in Royal Arch degree work.

Mrs. C. H. Goldsmith, wife of the trainmaster and Miss Violet Goldsmith attended the derby in Louisville.

R. H. Hathcock, clerk in the Harvey newstand at Amory, who was ill for several weeks, is back at work.

Mrs. Riley E. Camp and daughter, Mary Angelina, recently spent several days at Tupelo, Miss., visiting Mrs. Camp's mother.

Miss Annabel Flinn, daughter of E. W. Flinn, dispatcher, recently visited her sister in Birmingham.

We congratulate Mr. and Mrs. Everett D. Hanson (Vivian Moore), who were married several weeks ago. Mr. Hansen is electrician and also reporter for the roundhouse at Amory.

Bob Stevenson, clerk in the store-room, recently spent several weeks in Florida.

STORES DEPARTMENT—MEMPHIS

HELEN GRIFFIN, Reporter

On April 27 we furnished a train for the Shriners going to Miami, consisting of 12 cars, which left Memphis at 3:00 a. m. On April 28 we had three trains, the first consisting of 7 cars, leaving at 10:00 a. m. Second, 14 cars, leaving at 5:00 p. m. Third, 13 cars, leaving at 5:15 p. m.

George Morris, chief clerk, recently purchased a Ford coupe.

Our sincere sympathy is extended the Irwin family in their loss. Mrs. Lillye B. Irwin, age 28, died at her home here in Memphis and was buried in the Eudora, Miss., Baptist Church Cemetery. She was a sister-in-law of Miss Gladys Ann Irwin, stenographer in the car department.

OFFICE OF SUPERINTENDENT MEMPHIS, TENN.

MARY BUHLER, Reporter

Mr. W. A. Allen, timekeeper, was the first to take a portion of his vacation time, spending three days the latter part of April visiting relatives in Hayti, Mo.

Grayce Blaylock, stenographer, spent May 6 and 7, seeing the sights in St. Louis.

J. L. Lynch, conductor and wife, attended the National Shrine Convention held in Miami, Fla., May 1 to 3, inclusive.

R. B. Butler, superintendent, made a trip to Chicago first week of May.

Miss Mary Sickles of Willow Springs is visiting with her sister, Creatie Sickles of the engineering department.

T. S. Bryant, conductor and wife, attended the annual convention of the Order of Railway Conductors, held in Jacksonville, Fla., in May.

C. J. Anderock, trainmaster's clerk, is at this writing, attending the convention of Order of Railway Clerks which is being held in Columbus, O. Mr. C. H. Kline, car distributor, is holding down Mr. Anderock's position during his absence.

We were glad to have Katherine Surles, our former comptometer operator with us for one day, May 7. Katherine has been absent the past two months, due to reduction in force.

H. F. Hastings, timekeeper and wife, attended the dedication of the new Shrine Temple at Pine Bluff, Ark., April 26.

R. E. Fleming spent one day of his vacation, repairing the roof of his house, and if he worked on the roof like he works in the office, it must be in good condition now.

Harold Taylor, file clerk, is away on leave of absence, and Curtis Blackwell

is filling the vacancy during Harold's absence.

AGENT'S OFFICE BLYTHEVILLE, ARK.

LORENA BOLLINGER, Reporter

F. W. Carlock, operator, attended court at Jackson, Missouri, May 3 and 4, and visited in St. Louis the 5th. R. E. Layman relieved him.



The Railroads Need Trained Men

MODERN developments in railway science make it necessary for every railway employee to study his work if he desires to advance. Only the poorer places are open nowadays to the untrained man. The old methods of "picking it up" no longer avail. Definite, systematic study is necessary to a mastery of railroading, and the men who are quick to realize this are the first to secure promotion. There is always room at the top for men of ability.

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| <input type="checkbox"/> Roundhouse Foreman | <input type="checkbox"/> Cost Accountant |
| <input type="checkbox"/> Trainman and Carman | <input type="checkbox"/> Industrial Management |
| <input type="checkbox"/> Electric Locomotive and Train Operator | <input type="checkbox"/> Executive Training |
| <input type="checkbox"/> Conductor | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Machinist | <input type="checkbox"/> Secretarial Work |
| <input type="checkbox"/> Boiler-maker | <input type="checkbox"/> Good English |
| <input type="checkbox"/> Pipefitter | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Blacksmith | <input type="checkbox"/> Practical Telephony |
| <input type="checkbox"/> Tinsmith | <input type="checkbox"/> Diesel Engines |
| <input type="checkbox"/> Copper-smith | <input type="checkbox"/> Gas Engines |
| <input type="checkbox"/> Electrician | <input type="checkbox"/> Airplane Engines |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> Plumber |
| <input type="checkbox"/> Painter | <input type="checkbox"/> Roundhouse Machinist |
| <input type="checkbox"/> Carpenter | <input type="checkbox"/> Common School Branches |
| <input type="checkbox"/> Apprentice Training | <input type="checkbox"/> High School Subjects |
| <input type="checkbox"/> Railroad Construction | <input type="checkbox"/> Car Repairer |
| <input type="checkbox"/> Civil Engineer | <input type="checkbox"/> Car Inspector |
| <input type="checkbox"/> Bridge Building | <input type="checkbox"/> Mechanical Drawing |
| <input type="checkbox"/> Concrete Work | <input type="checkbox"/> Surveyor |
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| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> Business Correspondence |
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City..... State.....

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada

**Special Discount to employees of
this road**

Mrs. J. F. Zimmer, wife of assistant cashier, is visiting relatives at Advance.

Lloyd Scales, rate clerk in R. E. Buchanan's office, spent Sunday, May 13, here.

E. F. Blomeyer attended court at Memphis, May 8 to 12, inclusive.

R. R. Brown, trucker, went frog hunting recently and says he had real good luck.

M. T. Moon, cashier, and family, went on a picnic with relatives in Memphis, May 13.

We were glad to have Mrs. Sims, wife of assistant superintendent with us at our last meeting.

Jesse Wiggins, cashier at Osceola, spent an enjoyable Sunday here May 13.

An \$80,000 city hall has been completed. Frisco was favored with the hauling of all the material required for this building.

Construction of a canning factory started recently. This will enable some of the farmers to have a local market for their products.

Marie Moon, daughter of M. T. Moon, cashier, won a loving cup at Tri-State Contest at Fayetteville, Ark., in Home Economics. Although Mr. Moon is toothless and cannot taste her well-cooked foods, he is very proud of his daughter.

ACCOUNTING DEPARTMENT MEMPHIS, TENN.

R. G. LANGSTON, Reporter

Fire Sunday afternoon, April 29, so severely damaged a 250-foot portion of the Arkansas approach to the Harahan bridge over the Mississippi River at Memphis that automobile traffic via that bridge practically was halted and approximately one hundred persons who had motored to Memphis to see

a ball game boarded the Kansas City-Florida Special of the Frisco.

W. C. Smith has resigned his position of general clerk in order to return to St. Louis.

J. O. Hardin returned to work recently, after an illness, but found it necessary to go back to the hospital. Understand he is doing nicely.

G. T. Brooks has been holding down the position of general clerk during Mr. Hardin's absence.

Miss Dolores Scott, of Mountain Grove, Mo., is enjoying a visit with her sister, Dolyne, stenographer in this office.

Several employees at Memphis have been spending their Sundays at Horse Shoe Lake, Ark. Fishing is excellent.

C. B. DeGrande, Yale yards construction accountant, is driving a Paige coupe.

NORTHERN DIVISION

MECHANICAL DEPARTMENT FT. SCOTT, KANS.

CLEIS R. HUNT, Reporter

Sam Manlove, road foreman, had the pleasure of a few days' visit with his son, recently.

Mrs. C. J. Kirkpatrick was called to Osage, Oklahoma, on account of the serious illness of her brother.

Sorry to report that the Nash roadster of Fred Howell, fireman, entirely burned when it ignited while he was driving it.

Sometimes the reporter don't hear news until it is a few months old. In this case wish to congratulate Mr. and Mrs. William C. Bryant, machinist, on

their new daughter, born December 27. She has been named Ruth Carolyn. The mother before her marriage was Miss Rosetta Hoffner of Springfield, Mo.

One of our magazine reporters at Ft. Scott, Miss Alice Hogan, in company with her friend, Miss Alma Whiteford, contemplate a wonderful vacation. They left June 3rd for California and other interesting points west.

Wish to extend our sincere sympathy to another of our Fort Scott reporters, Miss Dorothy Working, in the loss of her mother.

Congratulations are in order to Mr. and Mrs. R. G. Sawyer on the arrival of a new daughter. Miss Leota May was born April 4. The mother before her marriage was Miss Bisher, at one time stenographer to the general foreman. The proud grandfather is Mr. Richard T. Bishard, machinist.

Sorry to report the illness of fireman Joe Dew, night foreman John McPeters, machinist John King and Boilermaker Norman Miller.

Miss Ethel Eves, daughter of Mr. and Mrs. Jack W. Eves, engineer, was married, April 6, to Mr. Roy Kempton. The young couple are at home at Ottawa, Kansas. Wish to extend our hearty congratulations.

Acc Estill, coal chute foreman, is the proud owner of a new Whippet sedan. He at last parted with "Scatter Bolt."

The B. of L. F. & E. and Ladies Society State Meeting at Fort Scott on dates of May 2 and 3 was a grand success. Some of the outstanding features of the convention was the visit through the McKey Mfg. Co., makers of Key Overalls; the big banquet with 200 in attendance; addresses by Otis Embry, general chairman of Frisco Lines and J. M. Brickhouse, general chairman of Missouri-Pacific Lines, official drills of the ladies societies of Parsons, Chanute and Fort Scott, with Chanute carrying off first



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prize, a beautiful loving cup; and a ride over the city, a courtesy of Fort Scott Chamber of Commerce.

Mr. and Mrs. John Gilpin are vacationing in Detroit, Mich., visiting their son. While there Mrs. Gilpin will attend the Northern Baptist Convention.

Mr. and Mrs. Charles Norton and family left the first of June for San Francisco, California, to attend the National B. of L. F. & E. and Ladies So. Convention. Miss Theodosia Phillips, daughter of engineer W. H. Phillips, will accompany them. Fireman Norton goes as a delegate from Fort Scott.

Mr. and Mrs. Harold King of Springfield recently visited parents at Ft. Scott.

A number of the graduates from high school and colleges are from Frisco families. Many are looking forward to vacation trips in celebration of the event and feel the need of a vacation after nine continuous months of hard study.

Earl Baxter's family have moved back to Fort Scott from Pensacola and are located at 1233 S. Judson St.

Our local Fort Scott Tribune publishes each evening a "Boquet to the Living" and in the past few weeks we have read the boquet handed to three of our Frisco officials at Fort Scott: Messrs. P. J. Moore, W. H. Bevans and Thomas Moreland.

We feel that Machinist Paul Carl has reasons to be very proud of the accomplishments of his daughter, Miss Margaret Carl. Miss Carl is Supervisor of Music of Fort Scott Schools and recently supervised one of the most beautiful and outstanding all-school operettas, "The Land of Sometime" by Swenson. It has been recognized as such and Miss Carl has been asked to repeat it at a state convention of teachers to be held in September at Fort Scott.

OFFICE DIVISION ACCOUNTANT FORT SCOTT, KANS.

DOROTHY WORKING, Reporter

Our deepest sympathy is expressed to Miss Dorothea Working, comptometer operator in this office, in the loss of her mother, Mrs. Mary Working. Miss Working is at present with relatives in Springfield, Missouri, but will return to Fort Scott within a short time.

Miss Zenas Fitzjohn, comptometer operator from Mr. Johnson's office, Springfield, is performing the duties of comptometer operator, in the absence of Miss Working.

Mr. Don Fellows, "Frisco Florist", has greatly beautified our surroundings with his small trees and plants. They are growing beautifully, too.

J. P. Briggs, completion report clerk, has accepted a position in the Birmingham office. We wish him success in his new position.

Oscar Nelson, completion report clerk, spent the week-end recently in Fort Smith, Arkansas.

Harold Fariss, completion report clerk, made a short trip to Joplin, a few Sundays ago.

OFFICE OF GENERAL AGENT KANSAS CITY, MO.

DAVID H. TODD, Reporter

Franklin Malcolm was quietly married to Fern Gill, May 2. They spent their honeymoon in Tulsa, Okla. We wish them lots of happiness.

Walter and Clarence Tarpay made a hurried trip to Omaha, Nebr., April 21, to attend the funeral of their aunt.

We were sorry to hear that Mr. Swortwood, the tutor of our freight

traffic school, severed his connections with the Frisco to go to the Western Pacific as general freight agent with headquarters at St. Louis. Since that time the school has been under the able direction of Melvin Anderson, chief clerk, commercial office, and to use the words of Wayne Young, "the best rate clerk in Kansas City". The school is getting along nicely.

After being in this office more than thirty-eight years, the car record department has been moved to the yard office. With this change it removed Richard O'Connor, chief car record clerk; Pete Fracul, his assistant, and Chester Combs, interchange clerk.

Someone started a fire in weeds near our chief clerk's farm last fall and burned about twenty-five of his fruit trees down.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORAL L. DENISON, Reporter

Wm. Teeple, hostler, is off on the sick list. We hope to see him back soon.

Edward Chaffin, machinist helper, who has been confined in the St. Mary's hospital, has journeyed to southern Missouri to regain his strength before returning to work.

Mrs. Fred Chaffin, wife of inspector Chaffin, has returned from Springfield, where she was visiting relatives.

Edward Schrader, labor foreman, has left for Sedalia, Mo., to spend a number of days with his brother.

Charles Jordan, storeroom man, and wife, have returned from a short visit with relatives at Joplin, also Mrs. Jordan spent a number of days in Springfield as a delegate to the Missionary Conference.

Walter Upton, third trick supplyman, has been off on the sick list but is now back on the job.

John Callahan, third trick hostler helper, has returned from spending a number of days in Sedalia, Mo., visiting his sister and husband.

John Bigelow spent a number of days in Collins, Mo., visiting his uncle.

William McGee, wiper foreman, is the very proud owner of a "run-like-new" Overland car. We won't have to walk to Rosedale any more, and Bill says he has purchased a can of polish to keep her clean just like he keeps the jackets wiped.

George Strobbe, pipe man; Virgil Dellinger, testout man helper, and John Bean, pipeman helper, went out near Hollday, Kansas, fishing the other morning and came back with the usual story of a fisherman's hard luck.

MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

Mr. F. S. Eldred, electrical foreman, has returned to work, having partially recovered from injuries sustained in a fall at Paola a short time ago.

Mr. I. A. Rogers, employe in the car department at the freight house, has bought a "run-like-new" Oldsmobile coach.

The firemen's ball was held May 18, at Oakwood Hall, 114 Hunter avenue. A large number were present.

Thursday evening, May 3, the girls from this office with their boy friends held a weinie roast at Swope Park.

Miss Marjorie Craig, stenographer in the car department was off several days recently, account of illness.

Mr. James Brown, car inspector, 19th Street Yards, has been off for some time account of sickness.

Mr. Frank Warner, car inspector 19th Street Yards, has also been off several days recently account of rheumatism in his foot.

This Pipe Smoker Has a "Kick" All His Own

It's directed against himself
for not discovering this tobacco
five years ago

When a real man has been wrong about something, he admits it. Here's Mr. Bayer for example. He once thought he couldn't smoke a pipe. Let him tell you about it

St. Paul, Minn.,
June 1, 1927

Larus & Bro. Co.,
Richmond, Va.
Gentlemen:

About five years ago, after trying out many different styles of pipes from the Missouri meerschaum to the genuine meerschaum, including the upside-down style made popular by Vice-President Dawes, and experimenting with just about all the tobaccos then on the market except Edgeworth, I finally decided that pipe-smoking was not for me.

For the last year or so I noticed the boys around the office here using Edgeworth to the exclusion of all other tobaccos and evidently getting real pleasure from their pipes.

In April of this year I was in Canada on a business trip and decided to take another whirl at pipe-smoking. So I invested a good share of my savings in a pipe and a few cents additional for a can of Edgeworth.

From then on I have been figuratively kicking myself around the block about once each day when I think of the five lean years I put in trying to get along without a pipe. However, I am trying to make up for lost time and am succeeding quite well. Why I failed to try Edgeworth long ago will have to go down in history as an unsolved question. But now that I have found it, the years ahead look rosy to me.

Very truly yours,
Ben Bayer.



To those who have never tried Edgeworth we make this offer:

Let us send you five samples of Edgeworth so that you may put to the pipe test. If you like the samples, you like Edgeworth; whenever and whenever you buy it, for never changes quality.

Write your name and address
Larus & Broth Company, 27
21st Street, Richmond, Va.

Edgeworth is sold everywhere in various sizes to suit the needs and means of purchasers. Both Edgeworth Plug Slice and Edgeworth Ready-Rubbed are packed in small, pocket-size packages, in hard some humidor holding a pound, and a in several handy in-between sizes.

On your radio tune in on WRVA, Richmond, Va.,—the Edgeworth Station. Wave length 254.1 meters. Frequency 1180 kilocycles.

Mr. W. A. Hutton, car foreman North yard, is the proud owner of a new Ford.

The long-looked for flowers arrived last week and were planted in the flower boxes recently installed at the two most prominent windows of this office. We are glad to report they are thriving on the coal dust, etc.

Someone suggested putting muzzles on the goldfish, as one of them bit Miss Hoffman on the finger. We think they could be taught better manners.

J. R. Parrish, lead car man at the freight house, has been off several days account of the flu. Mr. T. Kaiser filled his place during his absence.

Mr. W. A. Bullard, third trick machinist, was called home May 16 account serious illness of his mother who resides at Amory, Miss.

Misses Dorothy Johnson and Catherine Welch spent a Sunday recently in St. Louis, Mo. Mr. Dan Tate, formerly car clerk in this office, entertained the girls while they were there.

Mr. and Mrs. C. O. Edmisson spent two weeks visiting in and around Los Angeles, Calif., and other point on the Pacific Coast, the first part of May. Mr. Edmisson is coach foreman at Kansas City.

Mr. H. L. Johnson, wife and little son were called to Springfield recently account the death of Mrs. Johnson's brother-in-law, Mr. E. Taulman. Mr. Taulman was a blacksmith employee by the Frisco.

Mr. John W. Steifer, locomotive inspector, reports the birth of a ten-pound boy. Cigars!

Mr. Richard S. Laub also tells us of the arrival of a baby girl at his home. More cigars! We wish each little newcomer a long and happy life.

The following boys have been employed recently as apprentices in the Kansas City shops: Harry A. Stittler, Wm. Parker Lewallen and John Wesley Ehni.

We can't conceive of a more uncomfortable feeling than to be driving along a country road with a number of preachers in the car, slide off into a muddy ditch, and not be able to express the resultant feeling in an appropriate railroad manner. That is what recently happened to Mr. H. L. Johnson, timekeeper.

STORE DEPARTMENT—FT. SCOTT

MAURICE CRANE, Reporter

Mr. and Mrs. Artie Duncan spent a Saturday in Kansas City, Mo., recently.

Mr. Minor Amey, foreman, intends to keep warm next winter, as he is installing a new furnace in his home at 123 North Washington Street.

Mr. Earl Kennedy, store trucker, purchased a secondhand Ford last week. We have only one man in our bridge yard who does not drive an automobile (mostly Fords) and that is J. W. Crane. Think, however, Mr. Crane will get in line before long.

Henry Cox, store helper, was off a half-day helping clean house.

Mr. Earl Johnston, store helper, spends most of his evenings fishing.

OFFICE OF SUPT. TERMINALS KANSAS CITY, MO.

D. H. SWINDELL, Reporter

The rate school students of Kansas City were given a treat the night of April 23 in the way of a talk by Mr. B. H. Stanage, freight traffic manager. Everyone was enthusiastic about Mr. Stanage as a speaker and we sincerely hope he will be back with us again. However, the students were greatly disappointed when it was announced that Mr. Swortwood, who has had charge of the class since the school started, will not be with us any more.

Miss Ruth Harris, daughter of assistant yardmaster, J. E. Harris, represented the Frisco Lines in a popularity contest put on by the American Legion in conjunction with their grand coronation and community party at Memorial Hall, Kansas City, Kansas, Saturday night, May 5.

Berkley Benneson, timekeeper in this office, had his car stolen the night of April 29 while he and his wife were attending a show. However, the car was recovered and Berkley says it runs better now than it did before it was stolen.

WESTERN DIVISION

TRANSPORTATION DEPARTMENT ENID, OKLAHOMA

CAMPBELL & HICKS, Reporters

Perry Skinner, conductor, played wise and took his vacation early, beginning with the Conductor's Convention at Jacksonville, Fla. After the convention his family will join him there and they will make an extensive trip throughout the South.

Mr. J. W. Maring, agent, reports a fine increase at his station for the month of April.

Miss Alice J. Dicks, general clerk, superintendent's office, has returned from her trip abroad. Alice J. certainly enjoyed every day of it except a few days on the way across when she experienced the pangs of seasickness. Aside from that, there was nothing that marred the trip, and her glowing accounts of other climes and peoples make us all anxious to make the same trip.

Effective May 1, Mr. J. E. Moton, special agent, was transferred to Fort Scott, and Mr. H. L. McKee, his assistant, was made special agent for the Western division. We wish them both success in their new positions.

Mr. H. V. Yerby, transitman, engineer's office, was transferred back to St. Smith recently. Mr. W. H. Kee, rodman, was promoted to fill Mr. Yerby's vacancy and Mr. A. A. Henning of St. Louis, was given the position of rodman. We are sorry to see Mr. and Mrs. Yerby leave, and wish them all joy and happiness in their new home.

Miss Ada Dillon, chief clerk's steno,

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Kansas City, Mo.

WHOLESALE—RETAIL

"Year 'Round Service"

will be laid up a few days. Ada decided she might just as well be in fashion as not, so had her tonsils removed.

Wm. T. Curtis, B&B carpenter, went to the St. Louis hospital last week for treatment.

Mr. J. W. Carlile, B&B foreman, made a hurried trip to Montana on account of the death of his sister-in-law. Geo. L. Brocker will have charge of the gang during Mr. Carlile's absence.

Mr. A. O. Paup, foreman of the paint gang, is ill and will probably be off a few days. Wm. E. Strickland will have charge of the men while Mr. Paup is off.

Howard Mitchell and John Donahy, B&B carpenters, who have been layed off by the Southern division, started to work for A. Linderer, bridge foreman. Anything to keep busy, is their motto. They'll probably go back to the Southern soon.

TEXAS LINES

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

The following employees went to Fort Worth to meet the entertainment committee of the Fort Worth Employees Club on May 10, to arrange for the annual picnic to be held on May 30 at Sherman: Mr. and Mrs. Joe Bryan, Jimmie Honaker, Si Stephens, H. L. McDuffie, Bill Chase and Mr. Sistrunk. This is to be a picnic for the entire Texas Lines and is to be sponsored by the Sherman and Fort Worth clubs.

Mr. and Mrs. Guy Scott and Miss Marcia Dodson spent May 12 and 13 in Dallas and Fort Worth. While in Fort Worth they visited their son, who is working for the T. & P. in that city. Mr. Scott is roundhouse foreman here.

Hobart Glascock, section stockman, of Ft. Worth was in Sherman, May 13, to visit his wife and son. Mrs. Glascock and baby have been here about four weeks because of the serious illness of the baby. He is improving now and they will probably return home in about a week.

Much time and effort have been put forth by some of the employees in beautifying the shop grounds. Parks and flower beds have been made. One unique thing in the flower garden is the bed of Texas Bluebonnets. The plants were sent here by roadmaster Elliott and foreman Guill from Blanket, Tex. They are attracting quite a bit of attention and we are very proud of them.

P. L. Stenger, machine shop foreman, has returned from his vacation. He visited in New Orleans, La., and Springfield, Mo., and reports that he enjoyed his visits very much.

RIVER DIVISION

CAPE GIRARDEAU, MISSOURI

INEZ LAIL, Reporter

Mrs. Don Parr, wife of switchman, spent several days in St. Louis during May as a delegate to the Catholic Women's Convention which was held at the Hotel Statler.

David Hawkins spent the week-end in Memphis as the guest of Lester Jeffords, representative of the Western Weighing & Inspection Bureau.

The piers for the traffic bridge across the Mississippi river at this point have

now been completed and it is now thought that the bridge will be ready for operation by September 1. The American Bridge Company, who are erecting the super-structure, have completed over one-half of the steel work and figure they will finish their work by June 25.

Eva Wray, clerk at Chaffee, was a visitor in Cape Girardeau, May 12.

Mr. J. F. Neal, ticket agent and wife, departed May 25 for New Orleans, La., Houston, Austin, and Lockhart, Tex. They arrived in Lockhart, Tex., May 31, to attend the wedding of their son Gene Neal, which took place June 1.

Wm. Ruskamp, demurrage clerk, spent a Sunday recently in St. Louis attending the double-header between the St. Louis Cardinals and the Brooklyn Dodgers.

Preston Howell, is a new member of our force, having displaced Robert Kammer on the yard clerk position. Preston has been working on the file clerk's job at Chaffee.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Mrs. Frank Morgan is recovering from an operation performed at the Frisco Hospital in St. Louis.

Harold Hopkins, Barrett Haley, Frank Brockmeyer and J. R. Holland went to Hayti, Mo., on the "Sunnyland" May 14 to attend the Frisco club meeting at that point.

Alvin Klages, of the freight house force, and William Ruskamp, of the Cape Girardeau force, spent a recent Sunday in St. Louis attending a doubleheader ball game. Roy Abernathy, engineer, was another fan from Chaffee to attend.

Miss Inez Lail, of the Cape Girardeau force, attended a bridge party given recently by Miss Elizabeth Grieshaber.

Mr. and Mrs. R. C. Giesike, Jr., have been visiting with their parents at Pacific and Sullivan, Mo.

Earl Fatchett ("Rusty") has been transferred from the freight house force to the general office where he is working the file clerk place. Preston Howell, former file clerk, has joined the Cape Girardeau force.

Mr. and Mrs. Dean Underwood and little son, Gayn Paul, are enjoying a few weeks' vacation visiting friends and relatives in Illinois.

Mrs. Ray Fatchett was a recent visitor in St. Louis.

C. G. Roland was called to Paragold, Ark., in April on account of the death of his grandmother.

MECHANICAL DEPARTMENT CHAFFEE, MO.

LEOTA FRIEND, Reporter

The first mechanical supervisor to take advantage of vacations this year was C. L. Peacher, piecework checker. Mr. Peacher was forced to take his vacation at this time due to illness, and I might add that it seemed to serve the purpose intended. Mr. Peacher returned to work on morning of May 17 and reported he is feeling fine and fit having gained nine and one-half pounds during time off duty.

Owing to the death of relatives at Parma, Mo., it was necessary for our office boy, Fred Angel, to be absent from duties Saturday and Sunday, May 12 and 13.

G. M. Cohoon, roundhouse clerk; Clyde Stephens, tank truckman; John Sheeley, boilermaker oxwelder and Ivas L. Hamilton, hostler helper, provided the necessary food for an all night's outing and departed for Allen-ville a Saturday afternoon recently, where they spent the night on the banks of Whitewater fishing. Cohoon

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advises they returned home Sunday morning heavily laden with the finny tribe.

R. E. Breedlove, chief clerk to master mechanic, and family, spent Sunday, May 13, in Memphis with Mr. Breedlove's mother.

E. O. Prosser, car foreman, recently exchanged his Star sedan for a new Dodge six.

It is evident that Thomas E. Johnson, counter man in store department, is a firm believer in the motto—"See the Frisco First." He recently took a few days' vacation, traveling via Frisco, and visited the following cities—Memphis, Springfield, Kansas City and St. Louis.

Walter Riehm, stenographer in store department, spent Sunday, May 13, with homefolks in Millersville. Mr. Riehm returned to Chaffee via Ford automobile. It is rumored that Mr. Riehm considers establishing free taxi service from the roundhouse to town and vice versa.

Mrs. E. E. Nixon accompanied Mr. Nixon to Chicago where the latter attended the fuel convention from May 8 to 11, inclusive. Others attending the fuel convention from the River division were—Messrs. M. J. Barrett, J. R. Frank and A. W. Aubuschoen, engineers.

Norman Kay, machinist apprentice, has recently been placed on duty in the machine shop.

Mrs. Chas. Stausing, wife of storekeeper, has been confined to her home for some time due to illness. We are glad to report Mrs. Stausing is somewhat improved at this time.

Sympathy is extended to Ben F. Rector, supplyman, in the loss of his mother Mrs. Sallye Rector. Mrs. Rector had passed her 101st milestone. She had made her home with her son of this city for the past several years. Mr. Rector accompanied the remains

to Winsdor, Illinois, where interment was made.

Mr. Frank Lampton, traveling for the Hunt-Spiller Company, but formerly connected with the Frisco was in Chaffee a short while, May 17.

Our latest benedict is Herbert Emrick, car carpenter. It seems that he has been contemplating matrimony for some time. On Saturday evening, May 12 he took unto himself a bride—Miss Leona Heeb. Mrs. Emrick is employed by the Premier Manufacturing Company of this city. They have the good wishes of a host of friends.

Mr. John Thornbrough, chief clerk to storekeeper, spent Sunday, May 13, in St. Louis.

Must say that Miss Anna Golden of the transportation department claims all the honors when it comes to gardening. We are watching with interest the flower beds in the yards at the general office. If persistence will grow flowers we surely expect to see an abundance of beauty some time within the near future.

C. P. Burnside of Monett was sent to Chaffee to fill the temporary vacancy of piecework checker due to C. L. Peacher being on vacation. Mr. Burnside was relieved on May 17 and reported for duty to Mr. McCaffery at Springfield. Mr. Burnside seemed to enjoy his sojourn in our fair city and made a number of friends among the employees of the car department while here.

OFFICE OF DIVISION
ACCOUNTANT—CHAFFEE, MO.

ILA COOK, Reporter

E. C. Heard accompanied the assistant superintendent on the line for a week making a check of the station helpers.

Miss Eva Wray motored to Fulton, Ky., with her brother and family to visit their sister, on May 5.

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Misses Ester Rigdon and Mary Elizabeth LaGrange spent April 29 in Memphis as the guests of Miss Alma Curry. Miss Curry, who is a former Chaffee girl, is training to be a nurse in the Baptist Sanitarium in Memphis.

Miss Belle Kinne and ye scribe motored to Poplar Bluff for the week end May 5. Fishing stories of Current River are very plentiful down there, especially by W. S. Johnston, operator, and Cleatus Price, clerk, of that city.

Mrs. T. J. Sweeney and daughter Patsy are spending two weeks in St. Louis.

Mrs. H. H. McGarvey is on a month's visit with home folks in Texas and Springfield, Mo.

Miss Ila Cook spent the week end recently with Mr. and Mrs. O. L. Baker of St. Louis. While there she had the pleasure of a short visit with Misses Katherine Welsh and Dorothy Johnson of master mechanic's office, Kansas City.

Our deepest sympathy is extended to Miss Dorothy Working of the division accountant's office, Ft. Scott, in the recent loss of her mother.

T. J. Sweeney has had the flu, sore throat and all sorts of diseases, which he says is caused by H. H. McGarvey's cooking as they have been batching while their wives are out of town.

Ralph Stephens is the proud owner of a new Dodge sedan.

Misses Irene and Esther Rigdon, Anne Guethle, and Elizabeth Grieshaber motored to Benton, Mo., May 16 to attend a party and spend the night with Miss Malissa Smith. Miss Smith, who is the daughter of Wm. Smith of general car foreman's office, Chaffee, has been teaching at Benton for the last two years.

Trainmaster's Office

W. S. Rammage, dispatcher, is spending ten days in the Frisco hospital. V. E. Hopkins is relieving him.

W. S. Johnson, operator at Poplar Bluff is the proud owner of a new Chevy roadster and a white bull dog. A private car belonging to the International Correspondence School is here for four days giving instructions to the employees.

Mr. and Mrs. H. V. Cheatham and children are spending a month in Jacksonville, Fla.

We are very sorry to lose J. C. Haley and family from Chaffee as they are real veterans. A son, Barrett, is employed in this office as stenographer.

OFFICE OF B. & B. AND MAINTENANCE OF WAY CHAFFEE, MO.

EVA WRAY, Reporter

The grading has been completed for the new passing track at Poplar Bluff, Mo.

Extra gang 223 has been re-established on the St. Louis sub.

The combination passenger-freight station at Poplar Bluff is now under construction.

Our annual spring whitewashing has been completed on the River division.

Six miles of rock has been distributed this month on the Jonesboro sub, and one mile is under track.

The Leachville sub is boasting of a clear record of personal injuries thus far this year. L. A. Lowry is roadmaster over this territory.

Track to serve Standard Oil Company at Manila has been constructed.

The new steel span at Nash, over Diverson channel has been completed. Grading has been done for the new bridge at Lake City, Ark., with a five-foot raise.

Mrs. G. D. Rathburn and children of Poplar Bluff, Mo., are visiting friends in Jefferson City.

E. A. Huffman, section foreman at Portageville, Mo., is spending a short

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vacation at Evansville, Ind.

B. W. Coopridge, section laborer at Walnut Ridge, Ark., spent several days in Topeka, Kansas, this month.

CENTRAL DIVISION

DIVISION SUPERINTENDENT'S OFFICE FT. SMITH, ARK.

PAULINE SMREKER, Reporter

Think the Frisco girls should be carried on a separate seniority roster not to be published as it is impossible to be just sixteen when the roster shows sixteen or more years' service. How about it, girls?

Frank Singleton, conductor, has sufficiently recovered from an operation, while in the hospital at Paris, Texas, to be back on his run.

Leo Waters, cashier at the local freight office recently, motored to Tulsa, Okla.

Earl Dodd, messenger, spent several weeks visiting "friends" in Joplin, Mo.

Maggie Morgan, assistant superintendent's clerk, is now in the hospital at St. Louis for an indefinite period. We miss Maggie and hope she will be back with us real soon. Mrs. Nannie Beland, our old standby, is relieving Miss Morgan.

Elmer F. Brittain, dispatcher, was called to Kevil, Ky., recently, account serious illness of his brother.

P. V. Hammersley, fuel inspector, attended the national fuel convention in Chicago.

W. J. "Bill" Daniels and C. D. Martindale, switchmen, are in Cleveland, Ohio, where they went as delegates to the national convention of B. of R. T.

We are very glad to announce that Frisco employees of Ft. Smith responded very generously when donations were solicited for the Community Chest Fund, in fact the reports showed one hundred per cent.

Tina Spier, abstract clerk, is on leave of absence account of illness. She has been under observation at Mayo Brothers. We hope for her speedy recovery. Helen Williams is

relieving Miss Spier during her absence.

Harry Boyd, Harry Kirk and W. C. Shultz, conductors, went to Jacksonville, Fla., as delegates to the national convention of O. of R. C.

Henry Stierwalt, transportation clerk, has left to attend Grand Lodge of B. of R. C., in Columbus, Ohio. He was accompanied by Mrs. Stierwalt and after the convention they will visit in Washington, Philadelphia, New York and Niagara Falls. They expect to be away about a month.

Mrs. Smith of Springfield, Mo., mother of E. W. Smith, chief clerk, is visiting Mr. Smith and family for several days.

A meeting of all section foremen from Ft. Smith south was held at Tallihina, Okla., Sunday, May 20.

Two cars of turnips have been shipped from Ft. Smith—this being the first of this commodity ever shipped from this territory.

N. K. Waters, stenographer-clerk, spent several days in Mt. Vernon, Mo., where he went to accompany Mrs. Waters and children home.

ACCOUNTING DEPARTMENT FT. SMITH, ARK.

FLORA BOLLINGER, Reporter

Mrs. E. G. Sperry and small son have arrived in Ft. Smith. Mr. and Mrs. Sperry are now at home at 517 North 12th Street.

O. F. Nelson, former completion report clerk in this office, recently visited here.

During the past month Ft. Smith put on a Community Chest Drive that was most successful and the Frisco received special mention for their part in the campaign, the total amount of \$693.75 being donated by employees.

R. D. Williams, bill and voucher clerk, is now the proud owner of a Chevrolet coach. Between tennis and trying to put some mileage on the Chevrolet, we understand we have a very busy bill and voucher clerk.

Mrs. Ed Crandall and son are making a round of visits. They will be the guests of friends and relatives in Cape Girardeau, Chaffee and Springfield, Mo., before returning home.

We are glad to welcome Harold V. Yerby and wife back to our city.

Harold has returned from the Western division and now holds the position of instrumentman in the division engineer's office at this point.

R. E. Drake, chief tie and timber inspector of the Frisco, paid this office a short visit while on his way to Mansfield, Arkansas, to meet the tie train.

MECHANICAL DEPARTMENT FT. SMITH, ARK.

IRENE WOESTMAN, Reporter

Mr. and Mrs. J. T. Baker of Mansfield, Arkansas, were painfully injured when their automobile turned over while enroute from Mansfield to Fort Smith on the night of May 12, and were brought to a Fort Smith hospital for medical attention. At this writing, both parties have left the hospital and are with Mrs. Baker's sister in Fort Smith but are still under the doctor's care. Mr. Baker is engineer on the Mansfield Branch, running between Fort Smith and Mansfield.

Mr. J. D. Heyburn has returned from the annual Fuel Convention in Chicago, which was held from May 7 to 11, inclusive, and reports a remarkable attendance at the meetings and one of the best, if not the best, fuel convention he ever attended.

This department extends sympathy to Mr. and Mrs. Fred Morley in the loss of their son Harry Morley, age 24 years, who died May 17, after a very short illness.

Mr. and Mrs. F. C. Fry and son, Gene, of Fort Smith, Ark., and Mr. and Mrs. H. H. Biard and daughter, Bertha, of Hugo, Oklahoma, are planning on attending the Firemen's Convention, which is to be held in San Francisco, California, during the month of June.

We are expecting to hear interesting talks at our next fuel meeting by Messrs. H. P. Dutton, engineer, and F. C. Fry, fireman, who were representatives of the Central division at the recent fuel convention in Chicago, as they no doubt gathered a great deal of useful information that will be beneficial to all the enginemens.

ENGINEERING DEPARTMENT FT. SMITH, ARK.

GRAYCE HEYBURN, Reporter

It's now time for vacations and "Fish Stories" will start. We are sure to hear of the "big one that got away", the "broken pole" and the "hard fight" from each returning fisherman.

Lester Bomparte, who recently resigned as office boy, has been temporarily succeeded by Carl Wilson. In-

cidentally Carl is quite a banjo artist and has promised to bring his banjo down to the office and give us a real treat soon.

It won't be long now. Dewey Bass was seen whipping the air with his fly rod.

Mr. Donald Brasil, who has been the guest of Miss Kathryn McMahon, has returned to his home in Hartford, Connecticut.

John Pendergrass, instrumentman, resigned on April 28, to accept a similar position with the Cotton Belt at Mount Pleasant, Texas, and H. V. Yerby has been appointed his successor. We are all very glad to have "Skwitch" back with us again.

Clarence Bollinger has achieved his life time ambition, which was accomplished several Sundays ago at our local flying field, when he had his first airplane ride.

Kate Vogel has a new niece, who has been named Catherine Marie.

Mrs. Ed. Crandall and son, Edward, Jr., are visiting relatives at Cape Girardeau, Chaffee and Springfield. While at Springfield Mrs. Crandall will be the guest of her sister, Mrs. M. W. Abernathy. Mr. Abernathy was formerly division accountant at Fort Smith.

Frank Trower, special agent, has returned from the hospital in Southern Texas where he has been for the past several months, and reports that he is feeling a little better. We trust he will soon be strong enough to return to work.

Mrs. Nannie Beland is filling temporary vacancy during the absence of Miss Morgan.

A meeting of section foremen and B. & B. foremen was held at Fayetteville on April 29, which was presided over by E. L. Collette. Matters of interest vital to the book of rules were discussed. A similar meeting was held at Tahlequah on Sunday, May 6.

SOUTHWESTERN DIVISION

GENERAL YARDMASTER'S OFFICE OKLAHOMA CITY, OKLA.

G. K. HORNUNG, Reporter

Switchman Bruce F. Murphy is no longer an eligible "bachelor". He made a trip to Springfield, and returned with a bride a few weeks ago. Congratulations, Bruce, and thanks for the cigars!

We will soon see plenty of new Fords. The Ford Assembly Plant, which is a Frisco industry, is back into operation after an idleness of almost a year, except for the unloading and loading of parts. This is good news to some of the boys who have had their order in for a new car since the first of the year.

The anxious look trainmaster J. W. Cleary was carrying a short time ago, and the broad grin, which the anxious look turned into, was the result of Mr. Cleary becoming a "Grandpa" to twin boys, born to Mr. Cleary's daughter, Mrs. E. M. Worley.

After several months of watchful waiting we have Ford Bus service between East Yard and South Yard, via Capitol Hill. This is a big help, especially in bad weather, but it looks as though some of the boys will be deprived of their exercise now that they can ride both ways to and from work. The two drivers are Noel Sherman and M. W. Henry.

A group of east yard employees, with yard engine 3542 in the background had their picture taken by the magazine photographer.

C. C. Atteberry is the new chief yard clerk. He was formerly demurrage supervisor, working from H. W. John-

son's office, but his position was abolished April 1, and he displaced G. K. Hornung. Another change in the clerical force at east yard resulted in the losing of Miss Elma Williams, who has been stenographer for Mr. Hill, assistant superintendent for the past 18 months. Miss Oma Adams displaced Miss Williams, she having been displaced as roadmaster's clerk by E. G. West. We now have two reporters in the building with the addition of Miss Adams.

The bridge men are renewing the long bridge just west of the yard office. The job will take about 2 months, and it is said that the walk way which was formerly on the south side of the bridge will be placed on the north side.

TULSA FREIGHT OFFICE TULSA, OKLA.

MARY JENKINS, Reporter

Herman Bolen, assistant cashier, had the idea a tonsil operation was something kids had done on their way home from school and asked on home; but ask him now that he's had one. His opinion is the same as Sherman's was of war.

George Kerns, demurrage clerk, is suffering a bad burn on the hand from frying French fried potatoes at his domicile.

The Tulsa warehouse bunch are wearing mourning. They lost the pennant to Springfield, but then the boys should not feel so bad as they have held same for four consecutive months.

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MEMBERS, ST. LOUIS STOCK EXCHANGE

Marley Sloan, check clerk, is off duty on account of sickness.

Clyde Burd, check clerk, was off duty a couple of days last week.

Ralph Kinney, delivery clerk, went fishing on Grand river. If you want to know how Ralph looks telling about the fish he caught, look on cover page of the May issue of the Frisco Magazine.

Darrel Chase, who was bumped from position as assistant cashier by Herman Bolen, has gone to Madison street station.

Peggy Dooling worked temporary position as expense clerk, week of May 7, as Mary Jenkins was confined to her home with chronic appendicitis.

J. T. Banks, machine operator, agrees with Charles Darwin's theory on evolution. Every morning and evening you can see J. T. performing monkey tricks on the trapeze and poles at Owen Park.

Mrs. W. A. Bryan, wife of rate clerk, has returned from Cleveland, Tenn., accompanied by her mother, Mrs. J. T. Banks, who is convalescing.

John Rice, (colored), truck loader, attended the funeral of his father who died May 7, at Muskogee, Okla.

Arthur Berle, (colored) truck loader, was shot through the arm and back and is reported in a serious condition.

Roy Butler, (colored) truck loader, attended the funeral of his father who died May 7 and was buried at Boley, Okla.

Shedwick Spriggs, (colored) truck loader, was off duty account of the serious illness of his brother.

40th AND 43rd TRACK DIVISION SAPULPA, OKLA.

J. A. MacMILLAN, Reporter

A. S. Walker, foreman at Dawson, is taking a 60 day vacation in the Pacific northwest. He is being relieved by John Green.

The 3rd rolling of the 110 lb. rail is now moving from Birmingham. Work of laying it started on June 1. An effort is going to be made to lay a track mile a day, which if done, will be going some.

Lon Honey has been assigned assistant foreman on the surfacing gang which was put back on again May 6.

The steady increase of business in the Tulsa Terminals has made it necessary to add an extra gang to the track forces of roadmaster Marsh. Mr. Tip-sword, foreman at Red Fork, will be in charge of the gang, which will be principally engaged in constructing new tracks.

H. L. Griffith, who was timekeeper on extra gang No. 142, has been assigned timekeeper on the steel gang, under Mr. G. Honey. This gang is engaged in surfacing, until the 110 lb. rail is received.

Pat Smith, our frog repairer, is back on the job again after three months' illness. We are all glad to see Pat back and hope he is fully recovered.

On account of increased train movements on the Cherokee sub, the passing track at Neosho has been extended 1583 feet, which will help speed up trains meeting at that point.

Robert Morgan is in charge of Chel-

sea section G-18, relieving J. B. Key, who is foreman on one of the surfacing gangs.

W. G. Knowles is foreman on Red Fork section, relieving W. Tipsword, who is in charge of the extra gang.

OFFICE OF SUPERINTENDENT SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Mrs. Ella M. Burd and Miss Lois Flanagan attended the luncheon given by the auxiliary of the Frisco Employees' Club of Tulsa, which was held at the Egyptian Tea Room in Tulsa.

Miss Ella Thrasher was the guest of Miss Nancy Kengle at her home at Enid. Miss Kengle is stenographer to the agent at Oklahoma City.

C. F. Husted attended Triennial Convention of the Brotherhood of Railway Clerks as delegate at large, which convened at Columbus, Ohio, May 11.

Miss Helen Gorham has returned from Fort Scott after a short visit with her brother, formerly of Sapulpa, and is doing extra work in the superintendent's office.

Lynn B. Hamilton has resumed duty as chairman after a sixty day absence due to a broken ankle.

Miss Lois Flanagan recently visited at her home in Vinita.

Frank Campbell and C. E. Harris took the first official fishing trip of the season.

Sapulpan are watching with interest the progress of plants and shrubbery set out after a recent visit by Don Fellows, our florist. The plans and suggestions of Mr. Fellows were carried out and hope to have a very artistic layout. A very interesting writeup appeared in the Tulsa Sunday Tribune, outlining Mr. Fellows' work and improvements which he has made in the appearance of station grounds along the Frisco system.

MECHANICAL DEPARTMENT WEST TULSA, OKLA.

L. A. MACK and J. N. PAISLEY
Reporters

We wish to extend our sympathy to Mr. J. S. Jowers and family in the loss of Mrs. Jowers' mother, Mrs. Glasby, who died April 15.

Mr. R. B. Spencer is the proud possessor of a new Pontiac sedan.

We welcome among us Victor L. Ginn, special machinist apprentice, who was transferred from Springfield west shop to Tulsa, May 2, to finish the last six months of his apprenticeship.

Southwestern division has again won the Accident Prevention Merit Cup for the first quarter of 1928, making the third consecutive quarter that the same has been won by this division and establishing a record for the retention of this cup.

Our sympathy is extended to the family of Sidney Watson, colored fluehorer at West Tulsa, who died April 19 of pneumonia.

Miss Emelia Kalt, file clerk, was off for a few days recently, suffering from an attack of "flu". We are glad, however, that she is back on the job.

We wish to extend our sympathy to Mr. and Mrs. Tom Allred, in their recent bereavement, the death of Mrs. Allred's mother, who died May 10.

Engineer J. W. Gillen, who has been away account of illness, has returned to work.

Engineer J. G. Lewers, who has been away from work due to illness, has returned to work, and being cut off the board as an engineer, took a job firing on Springfield passenger runs Nos. 4, 15, 9 and 10.

It is with deep regret that we report the death of Engineer P. F. Ferguson.



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CINCINNATI, OHIO

Mr. Ferguson has been running on passenger runs No. 3 and 6, between Monett and Tulsa. He died at Afton on May 14, due to heart trouble. We extend our sympathy to Mr. Ferguson's family. He leaves a host of friends along the line, saddened by his departure.

S. P. O'Neal, fireman, who has been absent due to illness, has returned to his duties as fireman at West Tulsa.

L. G. Denny, who was formerly agent at West Tulsa and who is now agent at Claremore, was a visitor recently.

Machinist Herschel C. Price, who has been in the Sherman hospital account of illness, has returned to his duties and is working in place of S. M. Ferguson, inspector.

S. M. Ferguson, locomotive inspector, is enjoying a vacation with his parents in Texas.

C. W. Gillispie, machinist, is the proud owner of a new Whippet sedan, with which he expects to increase the production of gasoline.

ACCOUNTING DEPARTMENT SAPULPA, OKLAHOMA

V. L. THOMAS, Reporter

William Henke, former traveling accountant, has been transferred to this division as shop accountant, displacing L. A. Wright, who, in turn, has taken over the duties of head completion report clerk.

Broo Mitchell, formerly of the St. Louis office, is also a new member of our office force. Mr. Mitchell, who has been fuel accountant for some time, is now preparing bills and vouchers on this division. As his assistant he has W. Renny McDonald of the Chaffee, Mo., office force. Mr. McDonald formerly served as head bill and voucher clerk on the River division.

G. D. Gorham, formerly general clerk here, has displaced a completion report clerk at Ft. Scott, Kans. V. L. Thomas is now general clerk.

Jack Gillis is now junior completion report clerk, succeeding V. L. Thomas.

R. H. Warfield, assistant bill and voucher clerk, recently handed in his

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Gahlenbeck Jewelry Co.	Pensacola, Fla.
Halton, G. W.	Fl. Worth, Texas
Mack Company	Tulsa, Okla.
Standard Jewelry Co.	Muskogee, Okla.

resignation, stating his desire to accept a position in Tulsa, Okla. Before leaving, Bob passed around cigars and candy in honor of a lovely baby daughter.

EXECUTIVE GENERAL AGENT'S OFFICE—TULSA, OKLA.

R. M. McGLASSON, Reporter

Oklahoma's entrant in the cross-country derby is at the present writing leaving Pennsylvania with a lead of approximately 25 hours in elapsed time and ere this Magazine is distributed will have crossed the line first, which entrenches Oklahoma in her front rank place of the states foremost in sports.

The spring race meet is well under way and has enjoyed more success than any held heretofore, due partially to good racing weather, but principally to a better brand of racing stock, for which credit is justly due to Mr. Wm. P. Kyne, the sponsor of the meet.

Tulsa continues to forge ahead in its building program. The following buildings are almost ready for occupancy: the Brown Dunkin, fifteen stories, three of which are already occupied; the Mincks Hotel, fourteen stories; the Oklahoma Natural Gas, ten stories, and the McBlirney, which is now being occupied and is ten stories; the Hunt Murray building is getting well under way and the steel work on the twenty-five story Exchange National Bank building was completed some two weeks ago.

We note with interest the increased yield of the strawberry crop this year and the estimated number of cars that will move via Frisco which is 3,395 cars.

FREIGHT AND PASSENGER DEPARTMENT—OKLAHOMA CITY

VICTORIA WALKER, Reporter

A special coach was provided and handled from Oklahoma City to Tulsa, April 18, for the Tulsa ball club. This club was en route from Amarillo, Tex.

Messrs. L. W. Price and H. C. Conley attended the Frisco Club meeting held at Enid, April 18.

Mrs. Roy Hughes was quite ill a few

days this month with an attack of flu, but is able to be up again.

Mrs. R. O. Hopkins spent a few days this month visiting relatives in Dallas. T. F. Underwood spent the week-end of April 28 visiting relatives in Springfield.

Two special cars of Southwestern Bell Telephone Company people were handled from St. Louis to Oklahoma City, May 5. These people held a First Aid Contest here on that date. The cars returned on No. 10, leaving here May 6. Mr. P. E. Buesse, city passenger agent at St. Louis, accompanied these cars.

Wm. Fitch spent Sunday, April 28, visiting in Sapulpa. Before coming to Oklahoma City a few months ago, Fitch was in the ticket office at Sapulpa, and any time he is found hanging around the depot on Sunday morning, you just know he is waiting for No. 4 to take him back to see his old friends.

Two special cars of New York Life Insurance representatives were handled to St. Louis, May 13, one car originating at Oklahoma City and the other at Tulsa. R. O. Hopkins accompanied these cars and reports that our service was highly complimented.

A special coach was provided and handled to Tulsa, May 13, for the Denver ball club.

CITY TICKET OFFICE TULSA, OKLA.

PHIL F. ATKINSON, Reporter

Mr. D. M. Hickox, city ticket and passenger agent at Tulsa is driving a new Pontiac cabriolet.

Mr. Leo Rovello, stenographer-clerk, was called to Ft. Worth, Texas, on April 22, account the serious illness of his mother. Though there was very little hope for her recovery at that time, she is much improved at this time and will soon be in good health again.

Mr. P. E. Buesse, passenger agent at St. Louis, paid us a short visit between trains on his way from Oklahoma City to St. Louis. We are always glad to see Paul. Speaking of Mr. Buesse, we have heard at Tulsa that Paul has not lost his winning way at golf, even if he did go to St. Louis. Some of the fellows from St. Louis have admitted,

much to their dislike, that Paul has trimmed them all as they came.

Mrs. R. E. Dawson, wife of our assistant city ticket agent, and son, Kenneth Ray were painfully burned by a gasoline explosion a short time ago, but at this time both have recovered.

Mr. E. M. Giffey, passenger agent at Kansas City, paid us a visit on May 14, he having accompanied a party of bankers from Kansas City to Tulsa to attend the Oklahoma State Bankers' meeting.

The Frisco Lines at Tulsa secured the party of delegates to the American Gas Association Meeting at Dallas, Texas, May 4, 5, 6 and 7. There were thirty-six people in the party. In order to accommodate these men, an extra sleeper was operated on Train No. 117 from Tulsa on May 5.

The United Confederate Veterans held their convention at Little Rock, Ark., on May 5, 6 and 7. Though there are very few of the veterans left, the Frisco secured the move of a party of seventeen people, operating a through sleeper via Frisco Lines to Holdenville, thence Rock Island Lines.

TRAINMASTER'S OFFICE SAPULPA, OKLA.

R. E. LEACH, Reporter

J. W. Long and W. C. Hyde spent a week fishing at Lake Kemp near Wichita Falls, Texas.

C. H. Bolling, car distributor, is the proud possessor of a Chevrolet coupe and has been making quite a number of trips to Okmulgee lately.

Brakeman W. A. Lawrence has returned from California where he was called, due to the illness of his mother-in-law. Mrs. Lawrence will remain in California during the summer.

Misses Irma Browne and Lois Morris spent a Sunday in Bristow, visiting Mrs. E. M. Skinner, who was formerly Miss Agnes Kaeselmeyer, chief telephone operator at Sapulpa.

Brakeman T. S. Washburn is an inmate of the Sherman hospital, due to having three of his toes on the right foot severed when they were caught in a switch point at Madill.

Engineer Campbell has returned from the hospital in St. Louis.

R. E. Leach and children spent Sunday in Tulsa visiting Mr. and Mrs. W. E. Rust.

Extra Operator J. E. Hulse is spending a few days in Sapulpa on his vacation.

Conductor Rupprecht recently presented the trainmaster's office with a crate of strawberries grown on his farm in Arkansas, which were appreciated by all.

Conductor W. S. Cassidy has resumed duty after an illness of sixty days, due to double pneumonia.

OFFICE OF SUPT. TERMINALS WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

The spring racing meet of the Tulsa Jockey Club is gaining rapidly in favor and a very good attendance is reported at the meet each day. Saturday, May 26, has been set aside as Frisco day. This is especially fitting, since the Frisco handled most of the stock into Tulsa that is participating in the meet.

Movement of refinery oil is increasing to a considerable extent and refinery operators are very optimistic over the outlook during the next few months, anticipating heavy shipments.

L. G. Denny, agent Claremore, was renewing old acquaintances in Tulsa this week. We are always glad to see Mr. Denny.

A Clear Track Ahead for Frisco Employees Who Save

But be certain you save at "Commerce", where the Frisco Railroad itself banks and where scores of its workers find satisfactory service.



The
National Bank of Commerce
and
Federal Commerce Trust Company
in St. Louis

Broadway,



Olive to Pine

Miss Christine Vanderford spent a few days recently visiting with her parents at Sherman, Texas.

Max Oldenhage has returned to his duties after an absence of several days account of illness.

Among the victims that have succumbed to the auto fever are Max Oldenhage and William Christian, Max having purchased a new Dodge Victory six and William a new Oakland coupe.

To prove our Frisco boys are one-hundred per cent for our railroad, Jess R. Neergaard, yard clerk, recently had occasion to persuade a friend who was going to Siloam Springs and from there to a point in Alabama, to make the trip to Siloam Springs and then return to Tulsa and take our train No. 6 to Birmingham, thus riding Frisco all the way.

H. J. Dailey, yardmaster, has been absent from his duties account of illness. We hope to see Mr. Dailey back on the job soon.

Ward C. Castle, yard clerk, recently moved into his new home at Red Fork.

Miss Frances Harrison, who is attending the University of Oklahoma, visited her parents, Mr. and Mrs. G. G. Harrison, recently.

WEST TULSA STORES DEPT.

OTIS RULE, Reporter

Mr. Stone and family contemplate spending a few days in Springfield, the first part of June.

Mrs. Otis R. Rule and children spent the week-end, May 5 and 6, visiting with Mr. Rule's parents at Holdenville.

Dwight L. Irby visited with his parents at Afton, Okla., on May 13.

The family of Mr. S. R. Gardner intend spending their vacation in Chicago and Indianapolis. They are planning on leaving just as soon as school is out.

Mr. Otis R. Rule left for Rochester, Minn., Sunday, May 20, accompanying his stepfather, Mr. E. M. Bailey, who is being taken to Mayo Bros.

EASTERN DIVISION

TRANSPORTATION DEPARTMENT NEWBURG, MO.

LILLIAN M. SICKLES, Reporter

Spring has arrived at last and the banks of Little Piney, Big Piney, the Gasconade and Meramec Rivers are very inviting, so much so that F. H. Donaldson, trainmaster, Springfield, contemplates on spending his vacation at his old haunts with his fishing rod and line.

A. C. Holeman, agent, Pacific, Mo., reports the sand and gravel business at that point as very good this year. Last year 6,369 cars of gravel were shipped from Pacific, which would make a train 84 miles long, the revenue from this business amounted to \$192,000.

R. Stephans, agent at Cuba, Mo., for the past 10 years and in the service for over forty years, holds white pass and is entitled to most any kind of transportation he could desire, yet he tells us that he has not been west of Rolla, Mo., but one time in the past 20 years and has only made a few trips to St. Louis, Mo., during that time.

Miss Maud Snyder, roadmaster's clerk, spent the week-end with her father J. E. Snyder in Lebanon.

W. H. Owens, locomotive inspector, visited his father and mother, Mr. and Mrs. John Owens at Rogersville, Mo., recently.

C. I. Mayfield, locomotive engineer, has been quite sick with pneumonia fever.

Roy H. Baker, from Springfield, has been protecting extra switching at Newburg.

W. E. Counts, roadmaster on second track division, reports his first personal injury this year. On May 9, G. F. Smith, section foreman, Steeleville, Mo., while removing rail which was sun-kinked, rail flew out breaking bone in his right and left leg, and his back and hip were badly bruised. He will probably be off five or six weeks.

Miss Mary Sickles who has been visiting her sister Lillian, has returned home.

L. J. Planchon, third track yard clerk, is laying off account being sick. He is under the weather with rheumatism. Hope he will soon be able to return to work.

The entire transportation department extend their sympathy to F. C. Fulton, engineer, and son Clyde, in the recent death of Mrs. Fulton. Mrs. Fulton was buried at Newburg, May 14. Her death was due to pneumonia fever.

SEVENTH STREET STATION ST. LOUIS, MO.

AGNES M. LARKIN, Reporter

Seventh Street has a membership of twenty in the newly organized Saint Louis Terminals Club.

L. G. Roseman, special officer, who is Scout Master of Boy Scout Troop No. 41, has been presented with President Howard's streamer for the year 1928.

Our deepest sympathy is extended to Harry Newcomer, check clerk, in the loss of his mother and father, whose deaths were just one week apart.

The Frisco Best Service Baseball Club and the Saint Louis Terminals Club held a joint river excursion on the Steamer St. Paul, May 23.

EASTERN DIVISION—MECHANICAL SPRINGFIELD, MO.

MILLARD F. BROWN, Reporter

C. H. Bergstrom, boilermaker foreman, north roundhouse, attended the Master Boilermaker's convention at Cleveland. After the convention Carl and the Mrs. are planning a vacation in the state of Pennsylvania.

Hal Lampkin, traveling time keeper, Eastern division, is back on his old job again after spending some three or four months on special work.

W. F. Brandt, general foreman, north roundhouse, advises that engine 1527 is being equipped with floating engine truck brasses, which is the new wrinkle on this division.

The new viaduct at Benton Avenue and Grant Street over the Frisco tracks is nearing completion. The Boulevard viaduct was open to the public April 26.

CLASSIFIED ADS

Classified advertising under this heading will be charged for at the rate of 5 cents per word with a minimum of 75 cents. Cash must accompany copy.

AGENTS—WE START YOU IN BUSINESS and help you succeed. No capital or experience needed. Spare or full time. You can easily earn \$50-\$100 weekly. Write Madison Factories, 564 Broadway, New York.

FOR SALE—Ten acre tracts, good poultry, truck, fruit land, \$350.00 each, all long time. Reeve Nursery, Cottage Hill, Florida.

Choked All Night From Asthma

Every Sign of the Trouble Gone. Tells How She Got Well.

All who suffer from asthma and bronchial cough will be glad to learn how Mrs. W. G. Pierson, Route 1, Colby, Kas., conquered her trouble. She writes: "For 16 years I had asthma in severe form. I couldn't sleep, and rarely tried to go to bed before 1:30 a. m. I kept getting weaker and had a terrible cough. I was in Akron, Col., when I started taking Nacor in February, 1925. In March I felt so much better I returned to Missouri. One night in Missouri used to make me choke terribly, but I don't have a sign of asthma now, not even in rainy weather. I sleep all night, have gained 10 pounds and feel strong and well."

Hundreds of other sufferers from asthma, bronchitis and chronic coughs have reported their recovery, after years of affliction. Their letters and a booklet full of valuable information about these stubborn diseases, will be sent free by Nacor Medicine Co., 705 State Life Bldg., Indianapolis, Ind. No matter how serious your case seems, write for this free booklet today. It may give your life a new meaning.

Mrs. Allen Moore, wife of timekeeper, has just returned from a visit in Vernon, Texas, where she visited her sister.

Ray Caudle, formerly employed as roundhouse clerk this terminal, died after a brief illness May 16. This office as well as the north roundhouse, together with other Frisco employees extend their sympathy to the bereaved family.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Mr. Raymond Troth has returned from a short visit with his parents at Valley Falls, Kansas.

Carl Thompson and mother spent a recent week end visiting relatives at Rolla, Mo.

Messrs. Owen, Troth, Thompson and Ball have returned from a fishing trip to Bennett Springs. They report a very good time, but are reluctant to talk about the fish they caught.

Inspectors Harry Barron and Charles Smith were in Bolligee, Ala., May 2, to place in service new interlocking plant just completed at A. G. S. crossing, that point.

OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

EULA STRATTON, Reporter

With the coming of the fine, warm summer-like days, many of "our gang" are enjoying the facilities of the Frisco for pleasure trips.

Carlotta Lane journeyed to Chicago recently and shopped a bit.

Mary Campbell spent a recent week-end in St. Louis visiting relatives.

Dora Gado spends nearly every week-end in Billings, while Clarence Wilkes can't be kept away from Carthage.

Pearl Townes and Carmen Bowman went to Kansas City for a visit last month; Harlin Boehm went to Joplin with the Shrine Patrol for a ceremonial; Merle Platte leaves soon for Minneapolis to visit Mr. and Mrs. Geo. Ruggles. Mrs. Ruggles was formerly Ruth Smith, clerk in this department. Some traveling this office is doing!

We've been having troubles as well as travels too: Louise Boren was in quite a serious automobile accident on Highway 65 in which her companion,

Earl Hays, was badly injured. "Lucky Louise" escaped with only an injured knee.

Ann Sheehan's home caught on fire Sunday morning, May 6, and gave all of us a scare, but Anna escaped with all her clothes, no injuries, etc., and now we can laugh over the affair.

Helen Dryden is at last settled in her new apartment.

Savina Felin went through a tonsil operation last month and is now feeling and looking fine.

Gertrude Sprohs and Edith Widmeyer are still off from work account of illness, but we hope to have them back soon.

I had always thought that waiters, porters, etc., were all that received tips, but not so—our own Mr. F. L. DeGroat not only receives them but he expects them. Mr. DeGroat is one of the captains of the Greater Traffic Movement and is always eager for all tips concerning freight and passenger movements. Last month this department won first place in the Greater Traffic Contest.

Have saved the good news for the last! We no longer say "Listen Lester," but "Listen Daddy"—for Lester R. Langford, chief merchandise clerk, this office, is the proud father of Lester Junior, born May 4. Lester, Jr., is a fine baby and we congratulate its parents. Mrs. Langford was formerly Miss Sara Craden, typist in this office.

ST. LOUIS MECHANICAL DEPT.

LOUISE SCHUTTE, Reporter

Several weeks ago, Paul O'Neal, machinist, made a flight with an air pilot at Lindbergh Flying Field, St. Louis County. He has now enrolled for the air pilot course at Lindbergh Field and we hope that he will be successful. Paul came from Springfield to finish his apprenticeship as a

machinist and for the past few months has worked as an extra machinist.

Thomas O'Kelley, storekeeper, has returned to Springfield and Mr. Cochran has returned to St. Louis as storekeeper. We are sorry to lose Mr. O'Kelley, but equally glad to have Mr. Cochran back with us. Both of them like Springfield, but Mr. Cochran consoles himself thinking about all the ball games he will see up here.

George Berger, engineer, attended the Fuel Convention in Chicago.

Harry Davis, engineer, and Mrs. Davis, attended the Shriners' Convention in Miami, recently.

From now on, we are not going to "believe a word of it" when anyone tells us that they would not own an automobile, much less drive one. Such a rash statement was made by one W. B. Murney a few days previous to his purchase of a shining, new Chevrolet sedan. He is learning to drive it, too, although he gets lost sometimes.

Our esteemed porter, Roy White, fell and broke his arm several days ago and has been laid up at the hospital.

Several months ago, it was a subject for discussion as to the reason for Springfieldians congregating on the "square." St. Louisans presumed it was the night life, especially Saturday nights, but along comes Robert Reed, train control maintainer, with the straight dope: they are waiting for a street car.

MECHANICAL DEPARTMENT LINDENWOOD, MO.

Z. M. SIMPSON and J. M. CUNNINGHAM, Reporters

J. W. Morrill, accident prevention agent, Pacific, Mo., better known as "Uncle Bill", gave an interesting lecture, May 4, at Lindenwood on accident prevention. The lecture was attended by both roundhouse and car department employees.

We wish to announce the addition of another good old Greene county product to our force, J. J. Burt, of the stores department, formerly at the general stores, Springfield.

We were glad to hear that Claude Nolan, car department, was promoted from second class to first class car painter, effective May 1. William L. Baron has been promoted to first class machinist, locomotive department.

William Spreitzer and Carl Fromm, of the stores department, recently made a brief trip to Birmingham.

Erle Penn, chief clerk to the general foreman, car department, is very enthusiastic about his back yard garden.

The sudden death May 11, of John Quinn, switch crew foreman, Lindenwood-Gratiot yards, was a shock to us all. The shop forces extend sympathy.

C. A. Phillips, boiler foreman, is taking a long-looked for fishing trip at Wolf Creek Falls, Springfield River, just across the Missouri line near Thayer. We are anticipating hearing some great fishing stories when Charlie comes back.

E. R. McNabb, boiler inspector, is another whose hobby is fishing. Mac spent April 28 and 29 at his favorite sport on the James River near Marshfield, Mo., the garden spot of the world. Mac is modest and admits that he caught only one fish, which was of small dimensions. He says it was plenty of fun. Mac has purchased a Ford.

Jack Rubin, machinist, first class, and Miss Lillian Harrison, formerly of Springfield, Mo., were married at Springfield, May 2.

Lloyd Spencer tried to put something over on us, but didn't succeed as he has a brother-in-law working in the roundhouse. Yes, you've guessed it—Lloyd got married two months ago to Clint Osborne's sister, Golda Osborne. We unite in wishing the newlyweds the greatest happiness.

Spend Your Vacation at CAVE LODGE in the Ozarks

Cave Lodge is located in the Ozark Mountains on the beautiful Gasconade River. Good, wholesome meals are served in our open-air, screened in dining room. Special attractions are: A 15-mile float providing 8 hours of beautiful scenery and splendid fly fishing. Boating, bathing, hunting, fishing tennis and croquet. Good running spring water, bath, indoor toilets and electric lights. Telephone, telegraph and rural free delivery mail service. Write Cave Lodge, % H. V. English, Crocker, Mo., for rates and reservations. (Adv.)

Mrs. Gilson Dunbar returned May 3 from visiting her sister, Mrs. Josephine Huse, Cleveland, Ohio, who was very ill. Mrs. Dunbar was hurt in an auto accident while away, breaking her shoulder blade. We wish her a speedy recovery.

We haven't a Fritz Kreisler on the Eastern division. However, we do have Ike Burgette, fireman, who is a close second. We are with you, Ike.

Wade W. Melton is no longer listed with the owl gang. He is a second class pipefitter on a day shift. Lewis N. Woods, formerly of Greene County, Mo., has been promoted to first class pipefitter, second trick. Sherman R. Tuter, is our latest first class machinist, having finished his apprenticeship at the Springfield north shops.

Dan Whalen is back on the job after an illness.

Midge Dillon, fireman, says that the firemen's ball held at the K. of C. hall, Maplewood, April 15, was a howling success.

William E. Exposito, caller, was in Barry county, Mo., the last of May, looking over the strawberry crop.

Mr. and Mrs. W. P. Gorman spent May 4 and 5 with the home folks at Memphis. As Mr. Gorman is a seven-day man we are glad to see him get a few days off.

The personnel of the general foremen's offices, Lindenwood, wishes to extend its sincere thanks to Don Fellows, Frisco florist, Springfield, Mo., for the flowers which he furnished for our window boxes. They serve to brighten up the office effectively.

Lee Wardlow and Charles S. Turner, electricians, are the new fire chiefs on the second and first shifts. Turner has labeled the visor of his cap so there won't be any mistake in classifying him.

Thomas E. Alsup, chairman, stores department, B. of R. C., was a visitor in St. Louis, May 11, enroute to Columbus, Ohio, where he attended the convention of the B. of R. C., May 14.

Mr. and Mrs. O. L. Baker were Springfield, Mo., visitors, May 12.

Peewee Dewald and Henry Meeth, members of the B. & B. gang, when they were laid off recently, built a sun room and sleeping porch for O. M. Evans, stationary engineer.

J. Seanor Abbott, machinist, first class, spent the week end of May 12 with relatives at Salem, Mo.

Mrs. D. A. Normington recently made a visit to her parents at Oklahoma City. Dave had to bach it while she was away.

Work has been started on the installation of a new icing dock at Gratiot. When completed it will materially expedite the handling of cars to be iced.

The stenographic forces of the Lindenwood mechanical department, namely the Misses Celeste O'Neill, Celestine Devereux and myself, recently decided to get acquainted with the Frisco lines. We left on No. 801, May 6, with Chaffee, Mo., as our destination, return-

THE FIRST NATIONAL BANK

OF TULSA
OKLAHOMA

◆◆◆◆◆

CAPITAL \$2,000,000.00

SURPLUS \$500,000.00

◆◆◆◆◆

"Tulsa's Oldest Bank"

ing on No. 802. Our in-between-train time passed all too soon, thanks to Harold Hopkins, caller, and Winmin Sarius, general freight agent, who escorted us on a tour through Chaffee in his car. We saw the mechanical department buildings from a distance but enjoyed the privilege of going through the general offices—even got to talk to some of the dispatchers with whom we have a speaking acquaintance over the 'phone. We didn't have time to wait for the ball game, but we did have time to inspect the well laid out tennis court, which is justly the pride of Chaffee employees. We also wish to extend our thanks to Frisco employees on the trains, who assisted in making the day pleasant for us by pointing out places of interest along the Frisco rails.

CLINTON AND OSCEOLA SUBS CLINTON, MO.

JOHN R. PECKENPAUGH, Reporter

Clyde Hunter, brakeman, is on the sick list.

I. H. Keefer has returned to work after being off on the sick list for 60 days.

Mrs. Roy Williamson, wife of the machinist, is spending a few days visiting home folks at Lockwood, Mo.

H. Russell, car repairer, who died in the Springfield hospital, April 17, was buried at Clinton in Englewood Cemetery, April 19.

E. H. Fuller, engineer and wife, have moved to Springfield near their daughter who lives there.

We are expecting the strawberry business on the Clinton and Osceola subs to be large.

W. J. Neely has been promoted to first class car repairer. He succeeds H. Russell.

J. C. Staples, conductor, has bid in Rutherford temporary vacancy on the north local. Don't know if Jim can see in daylight, as he has worked so long on night jobs.

C. M. Shaw, engineer, laid off the other day as he bought a new Willys-Knight sedan and he wanted to try it out. Don't think he is going to let his son, Richard, drive it very much.

W. H. Cook, brakeman, laid off a few days during May and spent them in Springfield, Mo.

L. M. Rissell, conductor and wife, have returned from a visit at Wichita, Kansas.

Mrs. H. D. Mercer was called to Topeka, Kansas, on account of the death of her sister, April 29.

G. L. Shadwell, brakeman and wife, recently went to Kansas City on business and for George to consult a doctor, as he had not been well for some time.

Mrs. W. S. Knapp, wife of the engineer, is visiting in Texas.

Sam Dodson, conductor, was off his run a few days recently resting and looking after personal business.

C. A. Rutherford, conductor, is having a good time in Jacksonville, Fla.

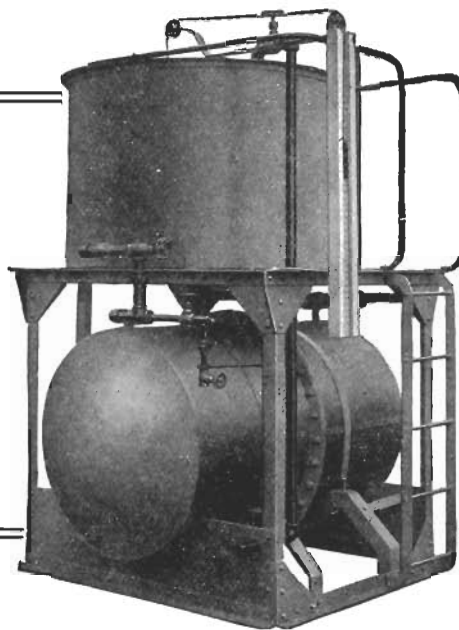
J. W. Balke, engineer, had a big maple tree in his yard that died and John sawed it down. Fire broke out in the tree and the neighbors called the fire department to put it out. Think it was caused from the saw getting too hot.

C. D. Wilson, conductor, is an expert in building lily ponds. He has helped several of the boys and has agreed to help any of the employees that are thinking of building one.

W. H. Johnson, brakeman and J. E. Croft, car repairer, have completed their lily ponds designed by Mr. Willson.

Mont Bernard, agent at Salem, was here a few days ago because of the death of his wife's mother. He dropped in to see us as he used to work here. We were glad to see him again.

Dearborn Scientific Treatment for boiler waters is based on Laboratory analysis of the water supplies and constant Laboratory control



Dearborn Treating Plants provide mechanical accuracy in mixing Dearborn Treatment with the water supply

DEARBORN TREATING PLANTS mix Dearborn Treatment with the water flowing into the wayside tank. The proportion is exactly right. No treatment is wasted, no water is under treated. This method does all a larger softening system could do at a small fraction of the cost.

Write for booklet and full information

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Offices in All Principal Cities

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

George Lodge, secretary to Mr. Sisson, was called in account the serious illness of his little son. The danger period passed in a few days and the child has now recovered.

L. Stanley, train rule examiner, who has been in the sanitarium at Mt. Vernon, reports he is improved and quite hopeful of an early return to his duties.

Sickness was an unwelcome guest at the Arnold home during the month. The children and Mrs. Arnold had scarcely recovered from an attack of the mumps when Paul took to his bed with the "flu". He was away from the office for about a week.

R. H. Powell spent the week of

May 7 in North Missouri, enjoying a vacation.

At about 5 p. m., May 1, the Coble home was discovered in flames, but so leisurely did Orville walk home that the fire was extinguished before he arrived. The insurance covered the loss, but the roof did not cover the home, for it was entirely destroyed and the interior more or less damaged. The house will probably be habitable again by the time this is published. Any good reporter will welcome a fire—even his own—when news is scarce.

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

We are made to wonder if J. K. Gibson and J. E. Potts have decided to give up the chase for a new Ford and wait until "Henry" can build them an

BANKS ALONG THE FRISCO LINES

The Peoples Bank

of Springfield, Missouri

WE APPRECIATE
YOUR BUSINESS

OUR MOTTO

COURTESY, FAIRNESS AND
EFFICIENCY

4%

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Open All Day—9 to 5

**BOATMEN'S
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ST. LOUIS, MO.

The Oldest Bank
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A Safe Place for Savings
Since 1847

Successful Banking ————— *SINCE 1873* —————

RESOURCES: Thirty-seven Million

THE FORT WORTH NATIONAL BANK

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UNITED STATES DEPOSITARY

THE UNION NATIONAL BANK
SPRINGFIELD, MO.

3% Interest Paid on Savings Accounts

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The Bank That Always Runs Strong

The American National Bank

PARIS, TEXAS

Capital, Surplus and Undivided
Profits, \$350,000.00

FRISCO DEPOSITORY BANK

**American
Traders National Bank**

BIRMINGHAM, ALA.

Capital and Surplus \$5,000,000.00

"FRISCO DEPOSITORY BANK"

The Frisco System ~

Furnishes every possible railway service

The Central National Bank & Trust Co.

Furnishes every possible banking service

FRISCO MEN!

WE WANT

YOUR BUSINESS

THE CENTRAL NATIONAL BANK
AND TRUST COMPANY
OF TULSA, OKLA.

airplane instead. There must, at least, be something like this running through their minds, or else, why did they try out the tri-motor "Standolene" plane that was in Springfield recently?

Hazel Clark is sporting a Chevrolet these days. Hazel is so generous, everyone in the office knows that when Hazel rides, we ride, too; for she never passes her friends up.

Tired of hunting for the elusive "new" Ford, Herschel McNally purchased a used Buick.

Among the few fortunate ones who won out in the grand scramble for one of the cars received in the first shipment of new Fords was Frank Batson.

Purchasing automobiles seems to be the order of the day. Our assistant chief motive power clerk, W. J. Craig, has purchased a new Buick.

F. S. Routt recently returned from the Frisco hospital at St. Louis, where he was confined for about ten days.

Those of us who have read the account in Franklin's old Fourth Reader of how "Shirley" acted at the fire, can appreciate how Eunice Morrow must have felt like acting when she went home one night recently and found that the city fire department had emptied her wardrobe for her in her absence.

W. J. Craig has just returned from a most enjoyable trip to Miami, Fla., where he, as Potentate, represented Abou Ben Adhem Shrine of this city at the Imperial Council session held in Miami, May 1, 2 and 3.

Joe McKenna has accepted a position as salesman for the Superior Maid Utensil Company. We wish him the best of success in his newly chosen field.

Salesmen may come and salesmen may go, but we'll bet few of them will ever show an ability for better salesmanship than Millie Alcorn. Without trying, she won first prize in a recent sale of tickets to a show at the Jefferson Theatre. The show was sponsored by the Frisco Girls' Club.

Those in this office who are absent on their annual vacation at this writing are F. M. Ferbrache and Frank Batson. Since "Ferdie" and Frank are not among the ones who "whittle to kill time", but are both industrious farmers and spend a great deal of their spare time in the garden, we presume they will each put on a coat of tan within the next two weeks.

George McKenna is the proud father of a brand new baby girl. Congratulations, George!

OFFICE OF SUPT. OF TERMINALS SPRINGFIELD, MO.

NORMAN HINDS, Reporter

Ralph Rimbey is enjoying a visit with friends and relatives in Arizona. He is expected to be gone a month.

Homer Dennis has assumed the position of secretary to O. W. Bruton, superintendent of terminals. He is welcomed by the terminal employees as a valuable addition to the office force.

Ben Casselman and Leonard Carner recently returned from a fishing trip on the White River. The fish must be wary, indeed, when so expert fishermen as they are, return empty handed.

L. A. Wolfe has returned to his duties after a period of enforced idleness due to an injured foot.

Mr. and Mrs. B. W. Gaffga and children are spending a few weeks in Cleveland, Ohio, where Mr. Gaffga is attending a convention of the B. R. T.

Mr. and Mrs. C. E. Huntley have departed for West Virginia where they will visit friends and relatives.

Norman Kruse and Ralph Kessinger are now driving new cars, as they have each purchased a new Ford.

Dollie Hinkle recently visited her sister and family in Howard, Kans.

The marriage of Miss Nina Stokes to Mr. Glen Crain was recently solemnized. The heartiest of congratulations are offered them by their many friends. Mr. Crain is employed in the north yard office.

Mr. J. P. Kerr has taken a leave of absence and is enjoying a well-earned vacation.

R. C. Reynolds has returned to work after being confined to his home for several days on account of illness.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

Miss Allena Brandon, daughter of Car Carpenter Brandon, underwent a very serious operation recently, but she is improving nicely.

Roy Chrisman, trucker, has been off sick for some time. He is now in the Frisco hospital in St. Louis. We wish him a speedy recovery.

N. A. McLean, city auditor for the Western Weighing & Inspection Bureau, resigned to accept a position with the Frisco in special agent's department as chief clerk to the division special agent, Springfield, effective May 17.

The mother of Roy Twigger passed away at her home in Springfield, April 18. Roy is car carpenter on the south side. To him we extend our sympathy.

De Barclay, car inspector, South Springfield, took a day to journey out to his farm near Willard, Mo., to paint the pig pen and fix a gate.

The G. A. R. Convention held at Springfield brought us a lot of visitors as well as extra passenger equipment.

Joe Epperson, coach carpenter, is away account of the death of a relative.

The strawberry movement is getting under way. All passenger trains are carrying extra cars.

Walter George, car inspector, second trick, undertook to haul some rocks from his front yard and sprained his arm so badly he was compelled to be off a day.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

J. P. Arend has returned from Aurora where he acted as cashier in the absence of Miss Anna B. Patton, who was ill.

Walker Shadday, who has been working as mail and baggage handler for the past several years, has purchased a farm near Monett and has moved to same to try his luck as a farmer.

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to serve

The
Frisco



Columbus
National Bank
Columbus, Miss.

ESTABLISHED 1872

THE MERCHANTS AND PLANTERS NATIONAL BANK
SHERMAN, TEXAS

Capital and Surplus \$1,200,000.00

Will Appreciate Your Account

FIRST NATIONAL BANK 4% and Safety
CHAFFEE, MO. Member Federal Reserve System

The American National Bank Okmulgee, Oklahoma

American-First National Bank Oklahoma City
Oklahoma

A. T. Brown and Harry C. Fleming were in Mexico, Mo., the first of the month, as delegates to the Masonic Grand Lodge. Monett was considered as a probable meeting place for the 1929 convention, but withdrew in favor of Hannibal, Mo.

W. R. Samuels is located in Monett for the strawberry season, supervising the cleaning of refrigerator cars and assisting in the movement of cars.

Richard Mills and wife enjoyed a visit with friends in St. Louis a few days in May. Mr. Mills was relieved by J. P. Arend as chief clerk to the general yardmaster.

Carl W. Archdale and family visited relatives in Joplin for a short vacation the first part of May.

Mrs. H. H. Edwards, wife of warehouse clerk, Monett freight department, passed away, April 25, after a ten-day illness. Besides her husband, she left four small children. The sympathy of the entire Frisco family is extended Mr. Edwards in his bereavement.

Mr. and Mrs. Ed. Shoenwald, who have been in charge of the Harvey News Stand for the past two years, have gone to Chicago to accept a position with the Van Nuys Company. Fred Lochmiller, a former manager at this place is again in charge of the news stand.

George Morris, section laborer, who had the misfortune to lose an eye by being hit by a piece of steel, has returned to work as yard cleaner.

Mrs. Laura Pratt, mother of L. H. Pratt, mail and baggage handler, and Mrs. R. V. Porter, wife of Operator Porter, have been visiting in White Deer, Texas.

Mr. and Mrs. Louis Maritan are the parents of a son, born May 6, to whom they have given the name of Harold J. Maritan.

P. Stolle, yard foreman, and his force have just completed laying 3,013 feet

of 90-pound rail in the Monett yards, replacing 60-pound.

Nicholas Arend, father of Joe P. Arend, clerk, passed away in Aurora, May 5. Mr. Arend was an old resident of that community and an employee of the Majestic Milling Company. Mr. Arend has the sympathy of his fellow-employees.

Miss Grace McClannahan, telephone operator, enjoyed several days' vacation recently.

The first home-grown strawberries were on the market at Monett, May 14 and sold for 30 cents a quart. They were of the New York Market variety. All indications point to a very successful berry season and all associations are advertising extensively for pickers.

Fletcher Ferguson, an old and highly respected engineer, passed away while on his engine at Afton, Okla., May 14. His death came as quite a shock to his fellow employees, as he seemed to be in his usual health. Funeral services were held in the First Baptist Church, Monett, May 16, and were attended by the following officials: C. T. Mason, superintendent, southwestern division; H. W. Hale, assistant superintendent, southwestern division; R. B. Spencer, master mechanic, Tulsa; Frank Ellis, road foreman of equipment; Wm. Morrill, accident prevention agent; O. W. Bruton, superintendent of terminals, Springfield; W. P. Gustin, yardmaster, Springfield, and J. L. Harvey, master mechanic, Springfield.

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The fruit movement has necessitated the use of another yard engine at this station.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD

STELLA COMEGYS, Reporter

Miss Barbara Murray was absent for a few days account of sickness.

Miss Erma Joodard took a day and a half of her vacation recently. She spent her time in getting some practice in house cleaning.

Miss Maude Bedell is taking some of her vacation. She is spending her time with her sister, who is visiting here from Kansas City.

Floyd Yates was not able to be at work for a few days account of an infection on his hand.

Homer Webber is taking some of his vacation.

Miss Mary Newton was in Ft. Scott, Monday, May 7th, to attend the graduation of her sister who has been studying nursing at the Mercy Hospital.

Mr. W. P. Renshaw, of the accounting department, in this office, is attending a convention of the Frisco System Board of Adjustment, B. of R. C., at Columbus, Ohio.

Mr. C. B. Smith was a visitor in this office, May 17. Mr. Smith was formerly division storekeeper at Sapulpa. He is now superintendent of reclamation of the Kansas City, Mexico & Orient Ry. Co. at Wichita, Kans.

WEST SHOP NEWS—SPRINGFIELD

EDWARD KLINE, Reporter

Roy Putnam, special apprentice, is back with us after serving six months at the north roundhouse, where he completed his time.

Stanley Wood, special apprentice, was transferred to Memphis to gain his roundhouse experience and complete his apprenticeship.

Homer J. Dennis, clerk in our office, was promoted to secretary to Mr. O. W. Bruton.

Viktor Ginn, special apprentice, was transferred to Tulsa to finish the last six months of his time.

James E. Oliver, machinist apprentice, completed his apprenticeship and returned to his home.

Joe Goodrich is the new clerk we have in our office. Joe just got out of school, but he sure knows his business.

Mr. F. A. Beyer has returned to his home from the St. Louis hospital. Mr. Beyer says he feels some better, but not able to return to the shop.

Miss Jessie Robbards spent a few days of her vacation at home, cleaning house. Jessie is steno in the storeroom.

Mr. L. E. "Snipe" Reddick says he didn't have any luck when he went fishing recently.

Loyal D. Jones has returned to the west shop as a first-class man. He has been in the Monett roundhouse, finishing his time.

We wish to express our sympathy to the family of E. R. Tauman, blacksmith, who passed away last month.

Mr. Lloyd Lamb, chief clerk to F. A. Beyer, has been out playing ball with the boys. They say he is one of the best of them.

Miss Mable Boren spent a few days of her vacation at home, cleaning house.

"Snowball" Case has made third base famous since he started playing ball with the boys. Case is clerk to the general foreman.

We wish to express our sympathy to Chas. E. Hunter, machinist apprentice, whose wife died May 10. Mrs. Hunter died of pneumonia.

P. V. Hampton, storekeeper at the west shop, has a new baby boy at his home, and he is all puffed up about it. Congratulations, Paul! Sure hope he makes a good man like his father.

NEWBURG, MO. YARDS

MACK J. COTHAM, Reporter

Say, folks, when you pass through Newburg, don't forget to cast your eyes upon the new "Frisco flower bed", between the station and the freight house. The credit for this beauty spot goes to Miss Helen Fellows, operator, and Homer DeBerry, station agent.

Miss Helen Bell of the office of auditor of overcharge claims, St. Louis, spent the week-end with Mr. and Mrs. Joseph R. Short.

Mr. and Mrs. Joseph R. Short entertained a number of Lebanon friends at a one o'clock dinner, Sunday, May 20.

Mr. and Mrs. John Davis have returned from St. Louis, where Mrs. Davis has been receiving medical treatment.

Mr. and Mrs. Frank Moore and small daughter have returned from an extended visit with the former's parents at Phoenix, Arizona. Mr. Moore is a clerk in the yards.

K. G. Stoll, yardmaster, was confined to his bed for several days with the "flu", the first of the month. Herman Fuller worked during his vacancy.

Wm. Blackburn, conductor on the west end, has returned to work after being confined in the St. John's Hospital at Springfield.

Engineer Oltman, who is in the hill service here, came in the office the other day with a fine fish story and he had the goods to back it with, too. He carried two three-pound catfish which he caught in the Gasconade.

"The Harmony" Sunday School Class

of the Christian Church, of which R. D. Wilson, general car foreman, is president, was pleasantly entertained at the home of Mr. and Mrs. Ivan Fuller. Dr. R. E. Breuer is teacher of this class and it promises to be the booster class of Newburg.

Carl C. Paul, helper at Bourbon, visited Newburg between trains one day this month, on his way to Webb City to visit his mother.

E. S. Carter, airman, and Mrs. Carter attended the meeting at the Tabernacle of God, Springfield, on May 4.

H. J. Poff, conductor, and Mrs. Poff attended the funeral of the latter's sister at Fairmont, Indiana.

H. E. Rook, night yardmaster, wife and son, Harold, and Mrs. Herman Fuller, visited Mr. Rook's parents at Wood River, Illinois.

Richard Mills, chief clerk to the general yardmaster at Monett, and wife passed through Newburg, May 13, on their way to St. Louis.

Wm. McNeerney, switchman, and wife, spent the week-end visiting in Springfield.

Little Ruth Erp, daughter of Alton Erp, engineer, has been out of school several days on account of illness.

B. E. Loftis, lineman, and Joe Austin, special officer, spent a few days this month in Knobview.

M. L. Means, car inspector at Monett, visited friends in Newburg, May 12.

J. Lawrence Planchon, bill clerk, has entered the Frisco Hospital at St. Louis. George Schwandt of Monett is protecting the vacancy during his absence.

The first car of strawberries by freight, passed through here the evening of May 16.

MONETT YARD—MONETT, MO.

FRANK L. KYLER, Reporter

Strawberry season has arrived, much to the delight of everyone, with prospects of a good crop. Freight and express shipments are coming in, but local shipments did not start before May 25th.

Mr. and Mrs. Harmon Gray, together with Mrs. Gray's parents, Mr. and Mrs. Barney Bush, visited relatives at Hugo, Okla., recently.

Little Sam P. Jolley, son of Switchman S. P. Jolley, is recovering from an attack of "flu", also a broken arm, sustained when he fell off a wagon recently.

Painting is the order of the day. Several switchmen are busy with the brush—G. D. Shreeve, Guy Dawson, and your reporter.

We enjoyed a visit with Uncle Barth Teehan, pensioned switchman, recently.

Mr. and Mrs. J. H. McTigue have just returned from a very pleasant visit in Kansas City.

Monett yard forces wish to extend

The Frisco Policy to guarantee the safety of their employes
is further carried out by their purchase of
Marathon Brand Sterilized Wiping Rags

G. MATHES COMPANY

St. Louis, U. S. A.

sympathy to the family of Engineer P. F. Ferguson, who died suddenly in the cab of his engine at Afton, Okla., May 15th.

Mrs. Pearl Lewis, yardmaster's steno, took issue with me about calling her petite little bow tie a "William Tell" tie. She claims that was a hand-tied bow and if that is true, then several of our local lads should secure Mrs. Lewis' method, for that tie was perfect.

Switchman Howard White and family have recovered from the flu, all being sick at the same time.

The first trick switch tender's job has been re-established, effective May 19. Geo. D. Shreeve, senior man in service in Monett yard, has been assigned.

The week of May 7 marked the gathering of firemen from over the state to attend the state meeting of the B. of L. F. & E., held here. On May 8 the B. of R. T., the B. of L. F. and the O. R. C. and their auxiliaries sponsored a dance and entertainment at Monett Park Casino, which was a decided success. About 250 couples attended. The hard work of the committees from the various orders and auxiliaries was greatly responsible for the success of the entertainment and they deserve much consideration and appreciation.

MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

Engineer P. F. Ferguson, died suddenly while piloting his engine on train No. 3, May 14. Mr. Ferguson was one of our veteran engineers, with thirty years' loyal and faithful service. He held the unstinted love and respect of all his associates, and his untimely passing is sincerely mourned and re-

gretted by a host of friends. But what a glorious tribute, he died at the throttle, gallantly holding his post of duty until the very last.

Road Foreman Ellis, of the Southwestern division, has returned from Chicago, where he attended the Railway Fuel Convention held during the week of May 7.

Robert L. Bare, electrician, has been transferred to Monett to fill a permanent vacancy on the 4 p. m. shift.

Once again have we turned out a perfect, finished mechanic, in the person of Loyal D. Jones, who completed his apprenticeship on May 6. Mr. Jones

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was exceedingly lucky, in that he received an advance engagement to sell his services to the West Shop as a first first-class machinist, so was spared the worry and suspense of job hunting.

Monett citizens were accorded the honor of entertaining the delegates to the B. of L. F. & E. 1928 State convention, which convened in our city on May 7, and terminated on May 9. No effort was spared to give the visitors the best the town afforded in the way of entertainment and amusement, sight-seeing trips, luncheons, banquets, musical programs and dances, filling the days and evenings to completion.

OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

The most pleasant surprise of the year for this office came on May 1 when Miss Myrtle Vane returned to work after an absence of four and one-half years account serious illness. Miss Vane is heartily congratulated by all on her return to good health, after such a hard fight.

Mrs. Katherine Beegle has returned from her vacation, spent in visiting her son and his wife in Kansas City.

Misses Cuma Melton and Dorothy Thoms visited the week-end of the 5th with Miss Thoms' sister in Kansas City.

Miss Maud Bell spent a few days with her parents in Mountain View.

Mrs. Jessie Laub is justly proud of the work of her son Cleveland, who graduates from High School this year. He has been serving as business manager of the Resume, the year book of the High School. The book is exceptionally beautiful, and has an added attraction over books of previous years in some beautiful colored cuts of scenes in the Ozarks.

Miss Ida Bloos spent her vacation in the far west—Seattle, Tacoma, Everett and Portland. The only disagreeable part of it was catching the flu on her homeward trip.

Our office has entered enthusiastically into the "City Beautiful" campaign sponsored by the Chamber of Commerce, our forces alone having given orders for about two hundred hydrangea and barberry shrubs, to Mr. Don Fellows, Frisco florist, on his special offer to Frisco employees.

We have a rather lengthy sick list this month: Louise Laes has been confined to the hospital for several days; Catherine Lyons has been in the hospital and at home about two weeks and Miss Helen Hawkins ill enough to require a thirty day leave of absence from duty. Louise and Catherine are on the job again, now.

Mrs. B. O. Chandler entertained the hostesses of the shower given her before her recent marriage, with a pretty din-

ner party in her new home on May 2. Misses Mildred Truman, Eleanor Buchanan, Bertie Sutton, Pearl Hutton and Ruth Owen were the lucky guests and report a wonderful dinner and a pleasant evening.

Miss Frances Coffman with her family, spent part of the past month at their old home in Kentucky, and attended the annual Kentucky Derby while there.

Miss Eleanor Buchanan left our ranks on May 10 to accept employment with the Carbide & Carbon Chemical Company of New York City, and left for her new work on May 1. Eleanor has worked with us nearly twelve years, occupying the position of general per diem clerk at time of her resignation. While we are sorry to lose her, we are glad of the fine promotion she is receiving and wish her success. Our feelings toward her were expressed through the gift of a beautiful friendship pin set with a diamond and pearls.

They will come back to Missouri—at least Hubert Potter, formerly of this office, and his wife, are back, however, they say only to spend the summer. Mr. and Mrs. Potter have been living in Miami, Fla., since leaving Springfield, but say they are glad to be back among friends and the Ozark hills.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD

BERTHA V. REED, Reporter

Thanks go to Pearl A. Fain, stenographer in general storekeeper's office for acting as reporter during my absence of two months from the office account of sickness.

In the March issue of the Frisco Employees' Magazine it was reported that B. P. Morris, trucker, was seriously ill. Regret to report that Mr. Morris passed away, March 3, at Frisco hospital, this city. He is survived by his wife, mother of Waco, Texas, one sister and one brother. Sincere sympathy is extended to the bereaved relatives.

Mr. and Mrs. George Mutz, are the proud parents of a baby boy, "Junior".

The position of platform foreman in division storekeeper's office was abolished, effective March 1, which caused us to lose J. G. Akridge at the store room. However, Mr. Akridge is still with the Frisco, working as foreman at West store under P. V. Hampton, storekeeper.

One of the positions of stock clerk was abolished, effective March 1, which caused D. R. Case to "bump" E. A. Thomas, stock man in sections 5 and 16. E. A. Thomas is now working on supply car No. 2 and J. J. Sprohs is working with T. E. Berst on supply car No. 1.

Umfrey Johnsen, formerly employed at west store, is now working at store

room as storehelper-checker, he having "bumped" Oscar B. Cook, who is now working with C. L. Millikin on supply car No. 3.

Mrs. Umfrey Johnsen, wife of storehelper-checker, had her tonsils removed Wednesday, May 16. At the present time she is getting along nicely.

A. J. Baker, store room carpenter, who has been very ill, is with us again. Glad to see you on the job, Mr. Baker.

Paul Brandon, foreman in lumber yard office, has traded his Ford for an Essex sedan.

Mrs. John B. Haymes, wife of checker, who has been ill for some time is improving. We hope Mrs. Haymes will be well in a short time.

Jesse Crittenden, colored janitor, lumber yard, is the proud possessor of a Ford touring car.

Mrs. L. B. Pechner, wife of general lumber foreman, visited in Topeka, Kans., recently. Mr. Pechner accompanied Mrs. Pechner to Kansas City, Missouri.

Velma Martin, stenographer, lumber yard office, visited in Wichita Falls, Texas, recently, the guest of Mrs. Earl Davidson, formerly Miss Henrietta Truman, secretary to the general storekeeper. Henrietta sent "best wishes" to all of her friends. Velma also visited in Pleasant Hope, Mo., Sunday, May 13.

We are glad to report that Robert C. McCrory, checker, is recovering from several weeks' illness, in the Frisco hospital. However, it will be at least three weeks before he will be able to leave the hospital.

Word was received in Springfield by F. M. Bishop, stock man, that his sister-in-law, Mrs. W. E. Bishop of Los Angeles, Calif., died at the home of her mother in Denver, Colo., May 10. She is survived by her husband and an eighteen months' old daughter. Our sympathy is extended to the bereaved relatives.

S. H. Gaston, wife and son, motored to Niangua, Mo., May 12, to visit the former's parents. Mr. Gaston is general foreman at the store room.

Sympathy is extended to C. H. Twigger, trucker, in the loss of his mother, which occurred April 19.

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

CHARLENE WILLARD, Reporter

Verne Tulloch, dictaphone operator, is spending a two-weeks' vacation in Maryville and St. Joseph, Mo.

Tom Quinn, claim investigator, has just returned from a two-weeks' vacation in Corpus Christi and Galveston, Texas, also, New Orleans, La.

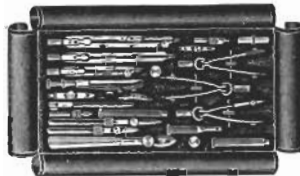
Mrs. C. H. Rice, wife of C. H. Rice, chief OS&D clerk, is recovering from a very badly infected hand, caused by a felon.

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4 1/4-inch Bow Pencil
4 1/4-inch Bow Pen
Silver Center Pen Key and Lead Box
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W. N. Doss, claim investigator, left on June 1 for a trip to California. He will visit in San Bernardino and Los Angeles, Calif.

Ruby Northcutt, dictaphone operator, and mother, Mrs. Bassham, left on June 2 to attend the commencement exercises at Batesville College, Batesville, Ark., where their nephew and grandson, Herrn Northcutt, will receive his A. B. degree. This young man has made quite a record. Throughout his four years' college work he has always received an excellent mark in all of his studies and is graduating at the age of eighteen years. He is the son of State Senator H. A. Northcutt of Salem, Ark., who is a candidate for Congress in that congressional district.

Miss Marjorie Risser, file clerk, and mother, Mrs. O. E. Risser, will leave here the middle of June to attend the Democratic convention at Houston, Texas.

On May 10, H. E. Wehking, formerly a claim investigator in this office, but now traveling freight agent for the Wheeling and Lake Erie R. R., visited the department and met the old bunch.

Mamie Gurley and Alma Fielden, employees of the filing and typing departments, left on May 26 for an extended trip through the West. Miss Fielden will be absent for approximately three weeks; she will be accompanied on the trip by her sister, Freda Fielden, of the transportation department. Miss Gurley expects to consume four or more weeks and return alone via the famous Canadian Pacific route through Lake Louise and Banff.

L. C. Cox, chief claim clerk, ushered in the summer season with great pomp and glory. He was the first to don a brand-new soft straw hat when the thermometer hovered near the thirty-two mark and the wind whistled a perfect gale.

Angeline Golden, formerly file clerk

in this department, who has been away on a leave of absence for a number of weeks, tendered her resignation, effective the first week in May, and accepted a position with the Cadillac Motor Company at Detroit, Mich.

W. P. McKinnell, claim investigator, is all fixed up for the next hard winter. He has just recently had his house re-shingled and made shower-proof.

H. K. Hayes, traveling adjuster, spent a few days during the month of May in Pensacola, Fla. He was accompanied on the trip by Mrs. Hayes.

New additions to the claim department family are little Jeff Walters and Jerry Quinn, the most lovable Boston bull pups, whose proud owners are Hosey Walters and Tom Quinn, claim investigators.

G. C. Roop, chief of the voucher department, and wife are moving into their beautiful new colonial cottage on Roanoke, and we are all looking forward to that house-warming party.

Mr. and Mrs. J. L. McCormack are spending a few days in Detroit, Mich., where Mr. McCormack is attending the annual convention of the freight claim division of the American Railway Association.

The following committee of Frisco girls was appointed to make the caps and aprons for the girls to wear when serving the famous Frisco veterans' banquet in the Shrine Mosque, the evening of June 19: Flo Blevans and Hazel Clark, employees of the mechanical department; Mary Newton and Marguerite O'Brien, employed in the office of division store accountant, and Charlene Willard, F. L. & D. claim department. On Monday evening, May 14, the girls met at the home of Miss O'Brien and after three hours of earnest application, turned out the daintiest and prettiest caps and aprons, fashioned of crepe paper in all the colors of the rainbow. Miss O'Brien's

sisters, namely Mabelle, Anna and Bernice, also assisted the above committee of Frisco girls. We will certainly be proud of our girls that night, for this year's banquet will undoubtedly be a very colorful one with such a gala array of colors to match the table decorations.

LOCAL No. 32—NEWBURG, MO.

ED. F. FULLER, Reporter

Ralph T. Haneu, second-class pipefitter, and Brownlow Hance, laborer, motored to Beardstown, Ill., recently, to visit relatives.

W. H. Owens, locomotive inspector, recently visited in West Plains and viewed the wreckage of the dance hall, due to the terrific explosion of a few weeks ago.

John H. McDonald, hostler, deals somewhat in real estate at the present time. He has purchased 40 acres of ground on highway No. 66.

Crawford A. Ousley, laborer, has been off for some few weeks account of a severe case of rheumatism. He is much improved, however, at the present writing.

John Fairley, second-class machinist, is off duty, suffering from a case of lumbago. Lumbago is quite an epidemic in Newburg.

Charles W. Todd, stationary engineer, is back at the boilers after a 30-day leave of absence.

W. S. Rinck, car repairer, has been off duty for two weeks account of influenza, but is now back on the rip.

Jack Hill, boilermaker, has returned to service, but without his tonsils.

Robert Lee Roy, weighing seven pounds, was born to Mr. and Mrs. Mack D. Robinson, on May 4, 1928. We congratulate you both, Buck.

Human Engineering

TODAY the achievements of the engineers are among the wonders of the world. But I do not mean engineering in the mechanical sense alone. The people who labor, the employees in industry, are human beings full of sentiments, hopes, fears, prejudices and aspirations. Hence the fundamental problem of all industry is to deal with the human elements in such a way that the whole industrial process will go forward without hitch or delay or unnecessary cost. Confidence between employer and employe is a prime essential. There are men in this country who are devoting their attention to the problems of Human Engineering, the solution of which is carrying us forward to greater things.

Otto Wyzard, third-class boilermaker, has been called to Mountain View on account of the illness of his father. Engineer A. A. McClellan is assigned to hill service at Newburg, displacing Engineer A. E. Canary, who went in the road service between Newburg and Springfield.

Mrs. Frank Fulton, wife of Fireman Frank Fulton, passed away in Springfield, May 11. The remains were brought to Newburg. The town of Newburg extends sympathy to the bereaved family.

FUEL DEPARTMENT—ST. LOUIS

LOUISE S. GIBSON, Reporter

The regular monthly meeting of the supervisors of fuel economy was held in Mr. Collett's office, April 20, with a full attendance and the usual display of enthusiasm.

The International Railway Fuel Convention, held in Chicago, Ill., May 8 to 11, inclusive, was attended by the following fuel department employees: Mr. and Mrs. John H. Curry, Mr. and Mrs. Harold T. Conley and family, Mr. and Mrs. G. T. Allison, Mr. and Mrs. H. E. Martin, Mr. J. E. Whalen and Mr. Lewis Blevans, all of St. Louis; Mr. and Mrs. C. J. Beshears and Mr. and Mrs. W. A. Crawford of Springfield, Mo.; Mr. and Mrs. G. L. Schneider of Sapulpa, Okla.; Mr. and Mrs. M. H. Rodwig of Tulsa, Okla., and Mr. P. V. Hammersly of Ft. Smith, Ark.

The fuel department office force had quite a treat a few weeks ago when Mrs. W. H. Betts, formerly Miss Money of the fuel accounting division, also Mrs. Lewis, formerly Ann Rotman of this department, called to see us and we were much pleased to have them accompany us to the combined clubs' dinner and theater party and show them what the Frisco has been doing along those lines.

Miss Eleanor Finn and Mrs. Louise Gibson enjoyed a week-end trip to Memphis, Tenn. The Sunnyland is a splendid train and they especially recommend it for its cleanliness—didn't even get their powder puffs soiled.

Miss Alice M. Cooke is away on her vacation, visiting the family of her aunt in Denver, Colo.

Ted Buerman also took a trip out on the Meramec and reports a splendid time.

Lewis Blevans spent Mothers' Day with his family in Springfield, Mo.

PASSENGER TRAFFIC DEPT. ST. LOUIS, MO.

MOLLIE S. EDWARDS, Reporter

Three new faces in the office—Delbert Fields, John Stines, Jr., William Weitz, having filled positions formerly held by Harry Taffe and Wm. Lanhan, both of whom resigned to take up different positions with other companies, and Raymond Rinkel was the lucky one to be promoted. We wish all the new boys the best of luck in their positions and speedy promotions.

We also have in our office two future bowling champs. Mollie Edwards and Wilbert Hesseler. Hesseler, with his partner, Lillian Kulage, took first prize, and Mollie, with her partner, received fourth prize.

OFFICE OF DIVISION ENGINEER SPRINGFIELD, MO.

REGINA C. JAMES, Reporter

J. M. Sills, division engineer, and C. E. Teeter, B&B foreman, spent several weeks on bridge inspection.

Rapid progress is being made on the

Benton Avenue and Grant Avenue viaducts.

John M. Stauffer spent a week-end visiting relatives in Lawrence, Kans.

After having seen O. H. Reynolds' many varieties of "Iris" (better known as "flags") we've formed the conclusion that Oris is a florist as well as an engineer.

Guido Moss is charmed with the beauty of the Ozarks, especially the City of Springfield, since he has persuaded his mother, sister and brother to make their home here. We welcome them to the "Heart of the Ozarks".

We are really surprised to see Ben D. Seaman back home again after vacationing in Havana. From all indications, Ben had a wonderful time, but nevertheless he was glad to get back to Springfield.

In connection with the City Civic Improvement Program, quite a few of the boys have purchased some ornamental shrubbery, such as barberry bushes and hydrangea. You wouldn't know the old places now.

TELEGRAPH DEPARTMENT

TELEGRAPH DEPARTMENT SPRINGFIELD, MO.

O. L. OUSLEY, Reporter

Rex Batterton, dispatcher, Neodesha, was in Ft. Scott the latter part of April, attending the Scottish Rite reunion and visiting old friends.

Harry Hubbard, son of R. H. Hubbard, trainmaster, Ft. Scott, has won quite a reputation at tennis, being the champion player in the senior high and junior college tournament held there.

J. A. Miller, operator, Pleasanton, is ill in the St. Louis hospital.

E. E. Swafford, manager and wire chief, and wife, also Frank McCann, dispatcher's clerk, of Ft. Scott, visited in Kansas City this month.

Dispatcher and Mrs. M. W. Sullivan spent several days this month visiting their daughter in St. Louis.

Our deepest sympathy is extended to Miss Dorothea Working, in the loss of her mother. We are glad Dorothea expects to resume her duties in the division accountant's office at Fort Scott.

Foreman Russell's gang completed into Hugo after reconstructing from Ardmore. They will work on through to Hope.

J. M. Saxton and Fay Coble, of Russell's gang, are back at work after recovering from serious illness. Lynn Alsip, Thomas Wilson and W. E. Ward are now on leave, account of sickness or injury and E. L. Wilson and H. E. Millen are on vacation.

Foreman Donahue's gang completed into Turrell after reconstructing from Jonesboro. They set 1,400 new creosoted yellow pine poles and replaced 160 miles of iron wire with copper.

H. B. Bradfield and B. L. Kennedy, telegraphers, and Glen Harkins, messenger, have been absent account of sickness since our last report.

Francis Gugel, messenger, has returned to work after a three-weeks' vacation.

Miss Ethel Hill, PBX operator, is visiting in Dallas.

Wm. Spratley, lineman, who has been confined in the Sherman hospital, has been transferred to the St. Louis hospital. Hope to see Spratley back with us soon.

Ray T. Soper, personal record clerk, spent May 6 in East St. Louis at the home of his sister. While there he made the acquaintance of his first nephew, Billy Bob McCabe, who was born May 2.

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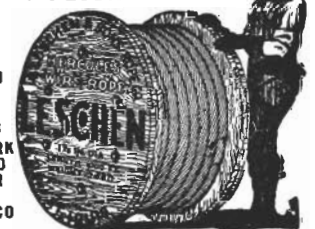
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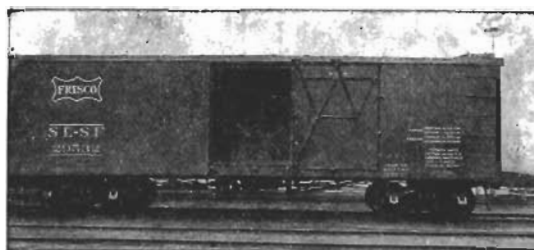
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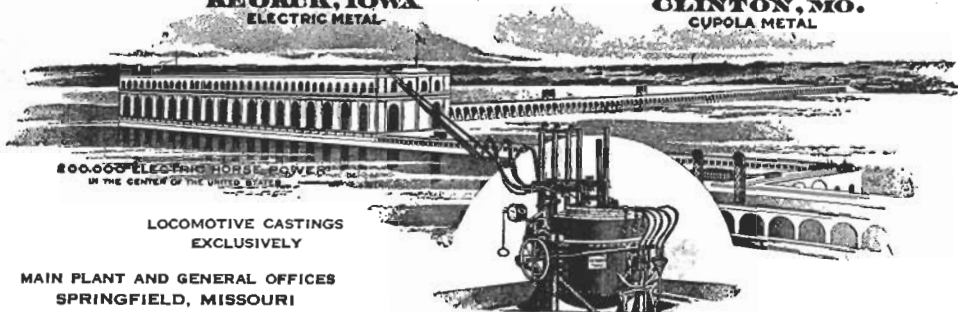
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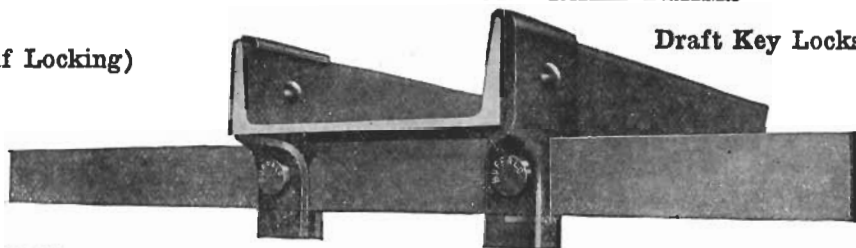
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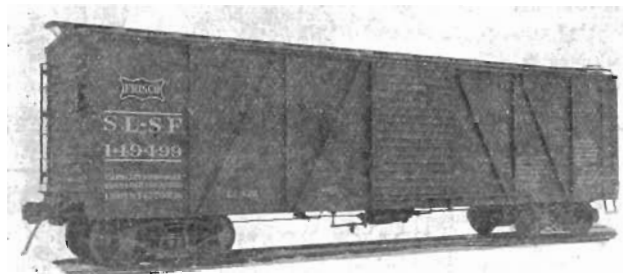
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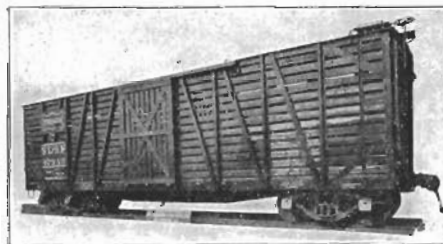
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Tapered
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to

Colorado

Kansas City-Florida Special

Lv Jacksonville.....	Southern Railway.....	9:00 pm
Lv Atlanta.....	".....	7:10 am
Ar Birmingham.....	".....	12:10 pm
Lv Birmingham.....	Frisco Lines.....	12:30 pm
Ar Memphis.....	".....	7:20 pm
Lv Memphis.....	".....	7:45 pm
Ar Kansas City.....	".....	9:05 am
Lv Kansas City.....	Rock Island Lines.....	11:00 am
Ar Colorado Springs.....	".....	7:30 am
Ar Denver.....	".....	7:25 am

The Sunnyland

Lv Atlanta.....	Southern Railway.....	4:25 pm
Ar Birmingham.....	".....	9:55 pm
Lv Birmingham.....	Frisco Lines.....	11:30 pm
Ar Memphis.....	".....	7:20 am
Lv New Orleans.....	Ill. Central R. R.....	7:45 pm
Ar Memphis.....	".....	6:35 am
Lv Memphis.....	Frisco Lines.....	7:45 am
Ar Kansas City.....	".....	8:30 pm
Lv Kansas City.....	Rock Island Lines.....	9:05 pm
Ar Colorado Springs.....	".....	12:20 pm
Ar Denver.....	".....	12:40 pm