

# *THE FRISCO EMPLOYEES' MAGAZINE*

Vol. XII

MAY, 1934

No. 5



Looking southward across a gleaming, quiet pool toward the Great Dome of the Travel and Transport Building at the World's Fair in Chicago. This is the "building that breathes," its roof rising and falling with changes in temperature. Inside this giant structure the story of the evolution of transport is told.



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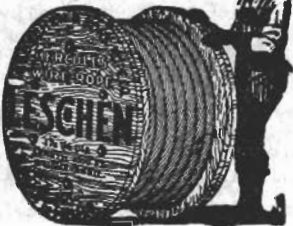
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# The FRISCO EMPLOYEES' MAGAZINE

ROOM 835 FRISCO BUILDING :: ST. LOUIS

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

MARTHA C. MOORE, *Editor*

Vol. XII

MAY, 1934

No. 5

## VISIT THE 1934 FAIR!

The gates to the World's Fair at Chicago will swing wide to welcome visitors on June 1. Those in charge of the Fair advise that so many new features have been added that it will be of new interest to man, woman and child. If you went last year, don't fail to go again and see the things you missed, and, in addition, all the new features.

Effort is being made to present attractive all-expense tour plans to all persons in Frisco territory. The aid of clubs on Frisco Lines will be enlisted, and it is hoped that the Frisco will handle double the number handled last year through the St. Louis gateway.

There will be important changes in the physical layout of parts of the Exposition grounds. New and expressive colors will add interest and gaiety to the architecturally original Fair buildings. Illumination will be greatly enhanced, presenting new panoramas of light and color. The architectural and lighting features of the lagoons will be improved and embellished. New design and decoration will add effectiveness to the important entrances to the grounds. There will be better transportation for the visitors, more comforts and conveniences, and new, attractive eating places on the grounds.

Come to the Fair of 1934—interest your friends in the trip!

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

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## THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the 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 ink.

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

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

MEMBER



The **KELLOGG GROUP**  
176 W. Adams St., Chicago, Ill.

# Early Life Adventures of Frisco Roadmaster Make Colorful Story

IT WAS August 1914.

News flashed around the world that Germany had declared war.

The S. S. Mercian, an English ship carrying general cargo and passengers from Liverpool, England to Central American ports and the West Indies, had returned to Galveston and anchored in the bay awaiting orders, its captain expecting to be sent to New Orleans to pick up a load of cotton. In its crew of 67, were 66 Englishmen and one German boy, and the latter was much concerned over the announcement. The captain of the Mercian told him that when the ship returned to Liverpool he would probably be made a prisoner of war.

Just what he was to do was the big problem confronting this nineteen-year-old lad. And so he took his troubles to a Scotchman, also a member of the crew and they decided to desert the ship while it was at anchor.

Accordingly after boat drill, these two left their boat in the davit just above the water where they could get it easily that night. The second mate, in charge of the late watch, was always hard to awaken, so these two just neglected to call him that night. They took another member of the crew in their confidence, and the three sailed to Texas City, where the Scotchman and the German boy disembarked, sending the lifeboat back by their confidant.

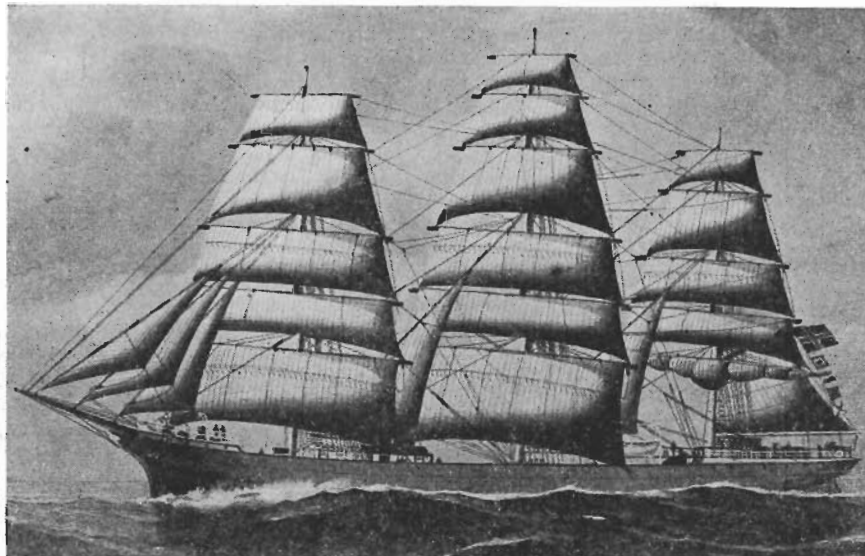
And that was the beginning of the eventful career of W. A. Schubert, roadmaster of Frisco Lines on the Southwestern division. The trials and tribulations which he went through sound like an exciting fiction story of the adventures of a boy, and are almost unbelievable.

But today he looks back on it all as a great experience. He became a citizen of the United States



W. A. SCHUBERT

in 1922, is married and has two talented children, a 17-year-old daughter and an 11-year-old son. But let us recount for a short time, some of the experiences which led up to his present happy surroundings.



THE MANX KING

## W. A. Schubert Talks of Ships and Foreign Countries in Brief Review

At Texas City the two, Mr. Schubert and his friend McDonald, stayed in a soldier's camp for a short time, then tramped to Houston. There they found a railroad camp where railroad men were boarded. They decided to make application for a job and were sent to the Southern Pacific Yards. On making out the application the man in charge informed Mr. Schubert that, due to his age, he would have to secure a release from his parents, and he told him he could not, that they were in the old country.

But ingenious as he was, he left the camp and returned three days later. He had changed his name to "Hargraves" and he said that he was 21 instead of 19. Although applying to the same man for a job, he "got by" without further questioning.

All was well, and these two were eating regularly and working hard, when one night they overheard two Norwegian men telling about two boys who deserted the S. S. Mercian, and that the authorities were looking for them. Without further ado, Schubert and his friend McDonald packed their few belongings and stole

away, bumming their way to Waco. They slept in a gravel car outside of Waco, suffering somewhat from cold and fatigue. The next morning they were awakened by the section gang and the section foreman gave them a job on the I&GN. Mr. Schubert worked on the I&GN as section laborer, section foreman and extra gang foreman; also worked for Jake Hamon on the Wichita Falls,



Ranger & Ft. Worth Railroad as section foreman, extra gang foreman and roadmaster. He began his service with Frisco Lines in the Ft. Worth roundhouse and was offered a position as frog repairer on the Southwestern division in June, 1923. He worked in that capacity until January 1, 1925, when he was promoted to roadmaster on the Oklahoma sub division, which position he now holds.

When Mr. Schubert's parents came to visit him in Oklahoma City in 1931, strange as it may seem, he had some trouble in conversing with them in German, for it had been so long since he had spoken it freely, or had had occasion to use it. But it was a great reunion and family history was reviewed.

Mr. Schubert was born in the State of Silesia, Germany, the town of Gleiwitz, in 1895. This town is located only a few kilometers from Three Kaiser Corner, where the countries of Germany, Austria and Russia meet. His father was a soldier in the Kaiser's army, starting as a private and ending his service on pension in 1929. He served during the war as Garrison Inspector of the 16th Army Corps of Metz, one of the strongest fortifications in all Germany. The father was never taken prisoner; went to Africa during the Hottentot Rebellion; served in the Boxer Rebellion in China; received two sharpshooter medals, the Iron Cross (with oak leaf insignia), and has been decorated in various ways.

W. A. Schubert was one of three sons and at an early age entered a military school in Metz. The military regime and strict discipline did not appeal to this German son. He was required to drill for an hour before his first class; then came the lunch period; then class; then drill the last hour of the day. One week at Xmas and six weeks in the fall constituted all the vacation periods from these strenuous duties.

He told his father that he was going to run away. Unlike most fathers, the elder Mr. Schubert took his son and his few belongings to Hamburg, Germany, to a sailing office where he hired as a deck boy for sailing on the ship *Katy*, a three-mast bark which sailed under the Norwegian flag. He went to England where the ship was stationed at that time, and left on his first voyage in 1910 at the age of 15 years. The ship took on coal at the port of Swansea, Wales, and

sailed for Valparaiso, Chili, but never reached that port. They reached Cape Horn and remained there weeks, due to bad weather and strong winds. The ship ran out of provisions and part of the rigging was torn away and they lost the majority of their sails. The captain decided to go to Australia to gain the benefit of the western winds and finally reached Port Adelaide after six months and ten days on the water. The only ship they sighted during the time they left the Canary Island and landed at Port Adelaide was a British ship which signalled them the news that King Edward VII was dead. They took provisions at Port Adelaide and sailed for Antofagasta, receiving orders to do so while taking provisions at Port Adelaide.

During his adventures at sea on the *Katy* and on the three-mast full-rigger *Manx King* and the *Winifriedian*, the latter a steamship carrying general cargo and passengers between England and Central America, he visited almost all Central American ports and the West Indies, including Panama; the port of Pernambuco, Brazil; the beautiful city of Montevideo, and the famous Sugar Loaf Mountain, which is in the form of a sugar loaf and is located at the end of the Bay of Rio de Janeiro; Buenos Aires, Argentine and Rosalia, all beautiful towns; Cape Town, South Africa, Port Adelaide, New Castle and Sydney in Australia, and Valparaiso, Antofagasta, Iquique, Celetto Coloso.

He has been at the Guano Islands and has seen the Canary Islands so close that everything could be distinguished. He has also cruised along the Mediterranean where he had a chance to visit Genoa, the birthplace of Columbus. At Pisa he visited the famous cemetery called The Campo Santo, where beautiful sculpturing work by Italian masters may be found. A trip from Genoa through

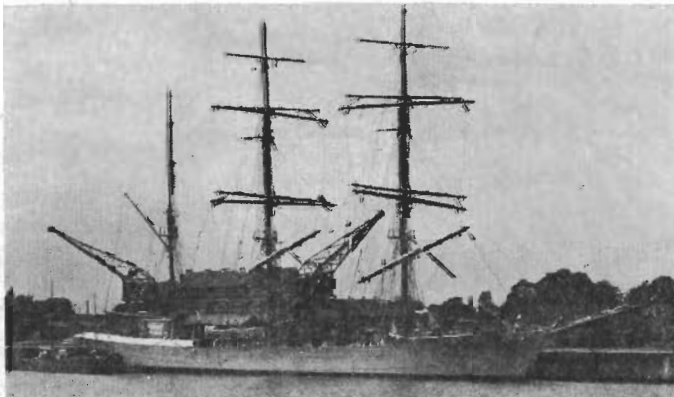
Milano and through the Alps was equally as interesting, and he stopped at Milano long enough to visit the wonderful Cathedral with over 200 spires, a masterpiece of architecture. Of the Alps, he says that a trip to Switzerland is worth anybody's time and money.

In recalling some of his experiences, Mr. Schubert said: "possibly many have read the stories of the 'Sea Devil', Count Felix von Luckner, who so successfully harrassed the enemy shipping during the World War with his sailing vessel, The *Sea Adler*, and who tells in his books of the time when he sailed before the mast as a deck boy and had to clean out the pigsty on board the ship.

"Von Luckner did not have anything on me. As I was the only German deck boy on board the ship (the other boy being a Norwegian) on the Norwegian three-mast bark. 'The *Katy*', I was assigned to clean the pen of a pig some kind-hearted shipping man had given to the captain. I still wish I knew the name of that man. I had to clean out the pigsty first thing every morning and I would lie for hours thinking what I could do to the pig to get even. I remember one thing. On Wednesdays, on a Norwegian ship, they give you a sweet soup consisting of barley, dried fruits, apples, apricots and prunes. This soup, cool enough to eat, would leave the prune seed hot inside the prune and when in the tropics sitting out on deck, the pig, running loose in daytime, would come around grunting and I would pitch one of the prunes to him. After a few smacks he would get the hot seed and of all the squealing that pig would do! The Old Man would come on deck and try to find out what had happened, but he never did, but what he said . . . well, that is left out.

"Life for a deck boy is not pleasant on board ship. The ship at sea has two watches, the Port and Starboard watch, evenly divided, one being supervised by the first mate and one by the second mate. These watches work in shifts of four hours each, with the exception of the dog watches, 4:00 p. m. to 6:00 p. m. and 6:00 p. m. to 8:00 p. m., when each watch works only two hours, this is to break the regularity of the watches. After the watch on deck, which is the work period, you have the watch be-

(Now turn to Page 7, please)



THE "KATY"

# Pensacola Lures The Traveler From Far and Near

By Bill Barr

**P**ENSACOLA'S harbor is one of the best in the Western Hemisphere. The total area of Pensacola Bay and its tributaries is about 125 square miles.

The entrance to the harbor is about seven miles southwest of the city. It is approximately 1,000 feet wide and a depth of 32 feet at mean low tide is maintained. The main ship channel, in the harbor is 500 feet wide and 32 feet deep.

Pensacola Bay is completely landlocked. Santa Rosa Island and Peninsula shield the harbor from the open Gulf. The Island is about 55 miles long and is from one-quarter to one-half mile wide.

In addition to the Bay there are numerous tributaries. Included among them are: Bayou Grande, Bayou Chico and Bayou Texar. Four fresh water streams empty into the Bay or its tributaries. It is, therefore, evident that fishing, both fresh and salt water, is excellent. Hundreds of species are caught in the vicinity. There is no fishing season; they bite the year 'round.

The first mention of Pensacola Bay dates back to 1516 and even then, more than 400 years ago, discoverers were enthusiastic about the excellent natural harbor and the land-of-plenty which surrounded it.

The first settlement on Pensacola Bay was made in 1559. This was several years before the founding of St. Augustine and thus entitles Pensacola to the claim of being the first settlement in the United States.

Romance, adventure and hardships; each have had a part in making Pensacola's history.

Much of the historical interest, in and about the city, centers around the ancient forts San Carlos and Barrancas. These old forts, with their dismal dungeons, underground passages and crumbling walls harken back to the beginning of American history. Almost three centuries have passed since the original construction of San Carlos.

The old forts have recently been made much more accessible; a new road, which passes in front of San Carlos, has just been completed. These two forts are visited by thousands each year and they are destined to become more important as the years go by. These old landmarks have no military value today. A few

well-directed shots fired from the modern fortification at Fort Pickens could demolish them in short order; their value lies in the fact that they link Pensacola with the distant past.

Pensacola is a city of wide, shaded streets, parks and beautiful homes. The larger portion of the residential section is located upon one of several hills. These hills not only add beauty to the landscape, but provide excellent drainage.

Pensacola has a large trade area. Some idea of the business conducted here may be had from the following

When you come to Pensacola, come prepared to see a dream realized—to live in a wonderful land—seeing, doing, drinking in new exhilarating experiences every day in a land that destiny long ago decreed should become the Enchantress of the World—Florida!

Thousands of veterans of Frisco Lines throughout its nine-state territory are at this time anticipating their convention in Pensacola. Those who attended the convention there last year, are returning with eagerness, and those who did not, are planning their first visit with great anticipation.

In the story on this page, one will find much data about Pensacola which is intensely interesting. It was compiled and written by Bill Barr and holds the interest of all who anticipate a trip to this splendid port of Frisco Lines at any future date.

figures: Pensacola exported last year more than 158,000 tons of lumber; over 104,000 bales of cotton, this has increased from less than 10,000 bales in 1927, while exports of coal and coke totaled more than 32,000 tons for the year. Imports included: fertilizer, 25,000 tons; petroleum products, 84,000 tons and large quantities of creosote.

Two trunk line railroads serve Pensacola, the Frisco and the L&N. They render fast, dependable service to and from inland points. The Frisco entered Pensacola during recent years and has built three large docks which have greatly increased the shipping facilities of the harbor.

The Frisco's freight and passenger service have opened up a new trade area; it furnishes excellent service to the west and southwest.

Steamships, owned by 25 different foreign lines, call at Pensacola. One trans-Atlantic line is owned by local interests. Several coastwise lines handle traffic to and from other Gulf Coast ports.

Pensacola has several miles of waterfront. Modern wharves provide more than ample docking facilities and can handle any type of ship afloat.

Pensacola is rapidly becoming an important resort and tourist center. Unexcelled beaches, a beautiful casino, a mild climate, excellent fishing and hunting, hospitable people and reasonable living costs attract thousands each year. More than 75,000 tourists visited the city during 1933.

## SPEED SHOWN IN BUILDING BALLAST DECKS

The question arose recently as to how fast a crew could build ballast decks. S. J. Frazier, superintendent at Yale, reports an exceptionally fine piece of work handled by D. W. Hughes, foreman, and twelve men.

These men started to build bridge C-625.5 on the Birmingham Sub. The bridge had 100 bents, 1,366 feet long, over Sipsey River, and had a maximum height of 17 feet. This was a job where the gang had to build ballast deck on existing piling, making it necessary to cut the piling and crib under it. The gang built the bridge in 53 days, 5,708 man hours, at a net cost of \$2,764.89 labor charge, which made an average cost per foot of approximately \$2.02.

Not only was the bridge built, but the gang cleaned up everything around the bridge, in other words, made it a complete job. The second-hand material was loaded out on cars, etc., and to make the job perfect, there was not the slightest personal injury.

WORK UP SOME  
PARTIES TO THE CHICAGO  
WORLD'S FAIR

## ARE YOU INCLUDED IN THIS?

A great number of Frisco employees, in response to requests, are making special efforts in the handling of foreign equipment, and their efforts in this direction have resulted in not only improved performance of equipment, but reduced per diem payments, which is quite a factor.

A number of cases of outstanding merit are quoted below. Are you included in this list? We feel sure that there are other cases of splendid handling which are not being reported at this time. Won't you let us know about these cases which deserve commendation?

MP 52068, containing a shipment of mules from St. Louis, arrived Caruthersville, Mo., 8 a. m., February 7, 1934; car unloaded and the empty moved out of Caruthersville 9:10 a. m., same date, for home, being at Caruthersville only 1 hour 10 minutes.

MKT 76358, loaded with salt for Brownwood, Texas, received Ft. Worth from the M-K-T at 4:30 p. m., March 8th; moved to Brownwood on Train 35, departing 11:25 p. m., March 8th, arriving Brownwood 7:50 a. m., the 9th. The car was made empty and moved out of Brownwood in Train 34 at 6:17 p. m., March 9th, and was delivered to the owners at Dublin, 8:30 p. m., March 9th.

At 7:00 a. m., March 7th, a representative of a certain large construction company called at the home of Agent Doggett at Granby, Mo., and inquired if a flat car could be spotted for a rush shipment of grading machinery. Agent Doggett got busy and had an empty flat car placed on local train 441, out of Monett, and same was spotted at Granby for loading at 11:30 a. m. The loading of the car was completed at 3:00 p. m. that date, and the car moved out of Granby on local train 440 that afternoon and was spotted for unloading at Everton, Mo., at 9:00 a. m., the next day, March 8th, only 26 hours after, the car was ordered until ready to unload at Everton.

PRR 124754, theatre seats, billed Grand Rapids, Mich., March 27th, to Inca Theatre at Okmulgee, Okla., arrived at Okmulgee in Train 531 at 3:15 p. m., March 30th, placed for unloading on arrival, unloaded, and the empty moved out in Train 530 for St. Louis, leaving Okmulgee 6:25 p. m., March 30th, being at Okmulgee only 3 hours 10 minutes.

Big Four 41202 arrived at Grandin, Mo., at 8:30 a. m., April 5th, loaded with mill run feed from Salina, Kan.; placed to unload at 8:30 a. m., released 12:00 noon, same date, and the empty was forwarded in direction of home at 3:25 p. m., same date.

## Frisco Employees' Hospital Association

Receipts and Disbursements after December 31, 1933, through March 31, 1934.

Balance brought forward from December 31, 1933.....		\$31,329.73
<b>RECEIPTS:</b>		
From assessments on members.....	\$41,558.20	
" interest on securities in Treasury.....	2,365.42	
" donation by Trustees, St. L.-S. F. Ry. Co., Dbtr.....	162.51	
" sundry accounts collectible.....	456.70	44,542.83
" proceeds of \$10,000 St. Louis-San Francisco Ry. Co. 5% Equipmt. Trust Certificates, Series AA, matured Sept. 1, 1933, paid March 14, 1934.....	\$10,000.00	10,000.00
		<b>\$85,872.56</b>
<b>DISBURSEMENTS:</b>		
For payrolls.....	\$23,809.70	
" professional, ordinary and emergency services.....	8,269.15	
" labor, material and supplies.....	2,414.12	
" provisions.....	3,799.48	
" drugs.....	4,451.88	
" light, water, ice, gas, fuel and telephones.....	2,105.37	
" all other expenses.....	1,659.85	\$46,509.55
Balance March 31, 1934, P. M., at:		
First National Bank, St. Louis, Mo.....		* 39,363.01
		<b>\$85,872.56</b>

\* Subject to \$571.08 of pay-drafts and vouchers outstanding at close of business March 31, 1934.

## THE ASSOCIATION OWNS:

	Par Value
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-D (matured January 15, 1934) unpaid.....	\$ 5,000.00
Kansas City, Memphis and Birmingham R. R. Co. General Mortgage 4% Bonds (matured March 1, 1934) unpaid.....	7,000.00
Kansas City, Memphis and Birmingham Railroad Company 5% Assented Income Bonds (matured March 1, 1934) unpaid.....	35,000.00
Chesapeake and Ohio Railway Company 4½% Equipment Trust Certificates, Series of 1930 (mature May 1, 1934).....	8,000.00
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co. 6% Secured Notes (mature Aug. 1, 1934).....	1,500.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
Seaboard Air Line Ry. 5½% Receivers' Certificates of Indebtedness, Series "BB" (First Series due February 1, 1935).....	6,000.00
City of Tulsa, Okla., 4½% Street Improvement Bonds of 1927 (mature Aug. 1, 1935).....	18,000.00
The New York, Chicago and St. Louis Railroad Co. Equipment Trust of 1924 5% Gold Certificates, Series L (mature March 1, 1936).....	3,000.00
Consolidated Electric & Gas Co. Five-year 6% Secured Gold Notes (mature Aug. 1, 1937).....	5,000.00
The Chicago, Rock Island and Pacific Railway Co. Equipment Trust of 1923 5% Serial Trust Certificates, Series L (mature June 1, 1938)....	2,000.00
U. S. 3½% Treasury Bonds (mature June 15, 1940-1943).....	55,000.00
U. S. First Liberty Loan (Converted) 4½% Bonds (mature June 15, 1947).....	15,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Prior Lien Mortgage 4% Bonds, Series A (mature July 1, 1950).....	19,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Prior Lien Mortgage 5% Gold Bonds, Series B (mature July 1, 1950).....	11,000.00
American Telephone & Telegraph Thirty-five Year 5% Gold Debenture Bonds (mature Feb. 1, 1965).....	5,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Consol. Mortgage 4½% Gold Bonds, Series A (mature March 1, 1978).....	25,000.00
Commonwealth Edison Company First Mortgage 4% Gold Bonds, Series F (mature March 1, 1981).....	10,000.00
Pennsylvania Power & Light Company First Mortgage 4½% Gold Bonds (mature April 1, 1981).....	4,000.00
New York Central Rd. Co., Refunding and Improvement Mortgage 4½% Gold Bonds, Series A (mature Oct. 1, 2013).....	5,000.00
(As at close March 31, 1934).....	<b>\$249,500.00</b>

St. Louis, Mo., April 2, 1934.

L. O. WILLIAMS,  
Treasurer.

## ROSE RESNICK TO ST. LOUIS

Rose Resnick, former assistant general eastern agent for Frisco Lines in New York City, returned to St. Louis on April 1 to accept the position of passenger representative, with headquarters at St. Louis.

It will be her special duty and pleasure to cooperate with women's clubs and women in the home, in business and the professions, as a service representative.

She is to be highly praised for efficient work done in the New York office, and she is now planning big programs in her new work, which she has undertaken with a great deal of enthusiasm.

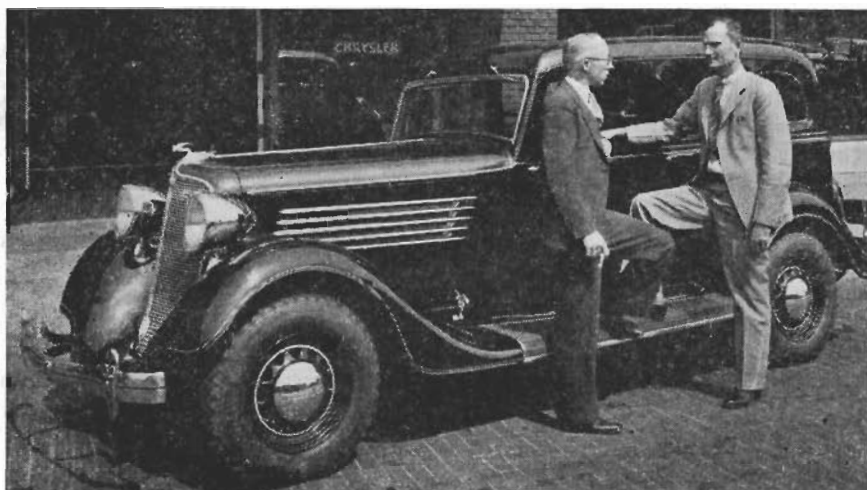
## WATCHFUL WAITING

Customer: "Your dog seems very fond of watching you cut hair."

Barber: "It isn't that. Sometimes I snip off a piece of the customer's ear."



## Birmingham Employee A Real Booster



Frisco employes throughout the system let no opportunity slip by to solicit business for Frisco Lines, and congratulations for the month go to H. J. Green, cashier at the local freight office, Birmingham, for a splendid bit of work which brought commendation to himself and the Magic City Club of Birmingham, Ala.

When Mr. Green purchased his new "Chrysler", J. F. Oats, owner of the J. F. Oats Motor Company, gave him routing order on a trainload of automobiles. Frisco employes appreciate the splendid business given to them by automobile concerns throughout the country, and it is believed that railroad employes are among the largest patrons of automobile concerns.

Mr. Green is shown in the accompanying picture (at the left) with B. W. Orr, salesman of the J. F. Oats Motor Company of Birmingham, distributors of the Chrysler and Plymouth automobiles.

### FRIENDS MEET AND HONOR D. L. FORSYTHE

**A**PPROXIMATELY 200 persons attended the retirement dinner extended to D. L. Forsythe, road foreman of equipment, upon the completion of his forty-seven years' service with Frisco Lines. The dinner was served at the Frisco Eating House at Springfield, Mo., and the guests were most efficiently served by the staff, under the direction of Oscar Hall.

The program was just the proper length, filled with beautiful tributes to the honored guest, interspersed with versions by his friends of amusing incidents in his career. Seated beside him at the speaker's table were his wife and son, Mrs. Forsythe and D. L. Forsythe, Jr. A second son, Jesse Paul Forsythe, resides in New York City, and a daughter, Nina Mildred Fried, is now serving as a missionary in Syria, Palestine and Jerusalem.

The program began with an invocation by Rev. P. O. Freeman. During the dinner, B. G. Gamble, master mechanic from Memphis, Tenn., who served as toastmaster, read letters and telegrams of congratulations to

Mr. Forsythe, and immediately following the dinner James K. Cook, former Frisco employe, led the guests in group singing.

Mr. Gamble introduced the following members of the official staff, who acknowledged the introduction with a bow: F. H. Shaffer, F. G. Lister, G. W. Moore, M. M. Sisson, J. H. Doggrell, J. L. Harvey, R. B. Spencer, W. G. Hall, W. B. Berry, and W. C. Reeves. Mrs. J. C. Dubuque read a letter from Nina Mildred Fried, daughter of Mr. and Mrs. Forsythe, addressed to Mr. Forsythe, and congratulating him upon his successful career. Mrs. Herbert Miller presented Mrs. Forsythe with a basket of flowers from the G. I. A., Primrose Division.

The address of the evening was made by Judge E. P. Mann, who reviewed Mr. Forsythe's service in detail, stating that he was employed November 20, 1887, as a fireman on the KCFS&M. He was promoted to the position of engineer, February 20, 1889, and to road foreman of engines on July 8, 1906. On August 1, 1911, he was made assistant master mechanic of the Ozark division, and was made master mechanic July 15, 1913.

He was made road foreman of engines November, 1915, and inspector of trains and stations December 1, 1916. He returned to the position of road foreman of engines April 1, 1918, on the Southern division, and was made general road foreman of equipment on July 16, 1923.

Mr. Mann spoke of the fact that throughout Mr. Forsythe's career he had not had one demerit mark placed against his record. Mr. Mann stated that Mr. Forsythe exemplified the finest there is to be found among railroad employes, and that it was his opinion that the locomotive engineer's job was the cream of the service. He spoke of the loyalty of one's children as the greatest tribute to parents.

Mr. Mann presented Mr. and Mrs. Forsythe with traveling bags, which he said he hoped would be used to make a long contemplated visit to the daughter in Palestine. Mr. and Mrs. Forsythe responded with a short speech of appreciation of the gathering of their friends and of the gifts.

Musical numbers on the program consisted of selections by the Elks' quartette, musical numbers by the Alabama darkies, and a solo by James Cook. The Jesse Smith orchestra furnished music during the meal, and Rev. Lewis M. Hale pronounced the benediction.

### EARLY LIFE ADVENTURES OF FRISCO ROADMASTER

(Continued from Page 4)

low, the rest period. On his watch below, the deck boy has to go to the galley (kitchen) and get the food for the other sailors. Afterwards he has to clean the dishes and clean up the forecabin (room where sailors live) and then what time he has left is his rest period. This is not bad in fair weather, but many times I have tried to balance a few pans and dishes on one arm and in one hand, the other hand holding on to a life line to keep from being swept off deck by a heavy sea that fills the deck in bad weather from time to time. The eyes would be fixed on the sea to watch for a chance to dodge one of the 'seas coming over', the landlubber would call them 'waves'. The galley on most sailing ships is located midship or just ahead of the afterdeck.

"The deck boy has also to perform all duties that the older men perform and must learn these things and, if necessary, they are beaten into him.

(Now turn to Page 8, please)

## VETS TO PENSACOLA

Plans are practically completed for one of the best meetings the Frisco Veterans' Association members have ever enjoyed. The place will be Pensacola, Fla.; the dates, May 13-16.

Several interesting numbers have been added to the program and the largest crowd ever to attend one of these meetings, is expected.

Below is the schedule of events.

### May 13th, 1934

Groups from Springfield and system and St. Louis group will arrive in Memphis evening of May 13th. Will leave by **SPECIAL TRAIN** for Pensacola that same evening, May 13th.

### May 14th, 1934

8:00 a. m.—Special train will arrive Pensacola. Register and breakfast.

10:00 a. m.—Meeting Frisco Veterans' Association.

12:00 Noon—Luncheon anywhere.

2:30 p. m.—Bus to Casino for swimming, fishing and games.

7:30 p. m.—Fish Banquet at Casino.

9:00 p. m.—**SQUARE DANCE AT CASINO.**

### May 15th, 1934

9:00 a. m.—Meeting Forty Year Club (Old Timers).

9:30 a. m.—Sightseeing trip to Ft. Barrancas and Naval Air Station and Harbor.

12:00 Noon—Luncheon anywhere.

1:00 p. m.—Boat trips until 5:00 p. m.

7:00 p. m.—Fish Banquet, San Carlos Hotel.

### May 16th, 1934

**ENTIRE DAY OPEN FOR FISHING AND SWIMMING. BUSES WILL BE AVAILABLE TO TAKE VETERANS TO AND FROM CASINO.**

5:30 p. m.—Board train for home.

J. L. McCormack, secretary of the association, at the direction of the president, "Uncle" Billy Morrill, will have a letter in the hands of each veteran employe with more detailed accounts of the trip before this magazine reaches its readers. Mr. McCormack requests that any questions pertaining to the meeting which are not clearly answered in the letter which each veteran is to receive, be directed to him in care of the Frisco Building, Springfield, Mo.

## ENGINEERS TO HOLD MEET

Plans are now being made for the Southeastern Union meeting of the Brotherhood of Locomotive Engineers Organization and the G. I. A., to be held in Birmingham, Ala., June 12-15, inclusive.

The Tutwiler Hotel has been designated as headquarters, and registration will start on Monday, June 11. Business meetings of both organizations will take up practically the entire time, with a Grand Ball scheduled for Wednesday night, June 13th; a banquet on Thursday, June 14th, and an all-day trip to Muscle Shoals with an old fashioned Southern barbecue dinner served to the guests. There is a sight-seeing trip also planned.

## Kansas City Has Boy Genius

**T**HERE are many talented children of Frisco employes and Kansas City now comes forward and claims to have a young genius in Orb Benjamin Stoner, Jr. He is an accomplished reader, dancer and singer, and is featured on the radio and at some of Kansas City's most prominent entertainments.

Orb Stoner, Jr., is eight years of age, the son of O. B. Stoner, roundhouse foreman and Mrs. Stoner. He made his first public appearance at the age of four at the Soldiers' Home in Leavenworth, Kans. He began his study of tap and acrobatic dancing and song expression in 1931, under the instruction of Marie Kelly. He later studied under Alma Price Schurmier, where he and his little partner, Shirley Ann Coughlin, were much in demand for double numbers and were featured at stage shows and over the radio. His first feature song with the Schurmier Chorus was Phil Baxter's "Whistles", which he also used as his first song over the air.

In 1933 he began his studies under Katherine Burrows Jones and was featured in the First Annual Toytown Revue and Children's Fashion Show at Kansas City. He furnished a program at Christmas at the Kansas City Helping Hand Institute, also appearing before the members of the Interdenominational Home. He gave

a program at Ft. Scott, Kans., and has appeared before various church organizations of Kansas City. A rare privilege was accorded him when he was asked to appear as a guest reader with N. DeRubertis' Orchestral Training School program at Ararat Temple. This annual mid-winter concert was attended by noted musicians, and he was showered with congratulations.

Mr. N. DeRubertis is a world known conductor and composer.

Those who hear his broadcasts mistake him for much older than he is, so clear is his pronunciation and so well tempered is his voice. He broadcasts each Saturday morning on the Kansas City Kiddies' Revue program, over station W. H. B.

His instructress feels that this young boy has a most successful stage career waiting for him. She says, "Orb has a natural ability, combined with physical, personal and mental qualifica-



ORB B. STONER, JR.

tions. He also has a strong desire to learn, and practices diligently to follow instructions. Nothing is of greater importance than constant practice, and no other art demands so strict attention in this respect as dancing. If he continues to sacrifice years of patient study at the altar of Art, which is a jealous Goddess, he will follow in the footsteps of others from the Dorothy Perkins Studio who have inspired admiration, not only in their own home town, but elsewhere."

## EARLY LIFE ADVENTURES OF FRISCO ROADMASTER

(Continued from Page 7)

He has to stand lookout and wheel, or in other words, he has to learn to steer the ship by handling the wheel. I remember well the first time I took the wheel. We were near the Canary Islands and the second mate had shown me most of the morning how to steer the ship. We were sailing 'by the wind', and by that is meant that the wind was blowing from the direction the ship wished to travel, and as a sailing vessel has nothing

except its sails to propel it, it must set its sails at an angle so it can sail in zig-zag line, first one direction, then the other, thereby gaining headway in the direction the ship wants to travel. When sailing thus, you cannot sail by compass, but must watch the sails and if a mistake is made by coming too close to the wind, the ship will turn all the way around and all sails will have to be re-braced before you can proceed again. This is exactly what happened to me as soon as the second mate left me! The Old Man came on deck

(Now turn to Page 16, please)

## MERITORIOUS SERVICE

### KANSAS CITY TERMINAL

February 27—John A. Anderson, yard clerk, discovered a broken rail in main line at Rosedale and reported same promptly. His record was credited with five merit marks.

### CENTRAL DIVISION

March—W. E. Chamberlain, general clerk at Muskogee, discovered a negro coming out of the warehouse and a case of coffee on the warehouse steps. He held the negro until police arrived and arrested him for attempted theft. A letter of commendation was placed on his personal record file.

### SOUTHERN DIVISION

March 21—L. B. Keasler, Homer Fowler, R. V. Newell, Major Rhodes and G. W. Barwick were with engine 987, night of March 21, and discovered a fire about 1:45 a. m., March 22, on the west approach to the Mississippi River bridge. They stopped and extinguished the fire with squirt hose, notifying the bridge watchman to keep a lookout for further trouble. Their prompt action in discovering and putting out this fire, no doubt, saved damage to the bridge and the record of each man was credited with ten merit marks.

### SOUTHWESTERN DIVISION

March 26—General Brown, brakeman, West Tulsa, Okla., while on train 430, March 26, noticed SWLX 8009, car of gasoline leaking. The cap had come off coil pipe valve, and he tightened it. For his close observation which no doubt prevented loss of contents of this car, his personal record was credited with five merit marks.

## CLUB DANCE A SUCCESS

Six hundred and fifty persons were present at the dance sponsored by the St. Louis Men's Club at the Century Boat Club on the night of April 7. With returns on the tickets not yet complete, the club has added approximately \$135.00 to its treasury.

Fifteen attendance prizes, in one dollar bills, were distributed to holders of the lucky numbers, and Adolph Kuepfert, accordionist, entertained at the tables during intermission and between dance numbers.

These dances sponsored by the Men's Club always prove successful, and this one, the first under the sponsorship of the new officers, was up to its usual high standard.

## ROSES FOR THE LIVING

By J. H. SNYDER, Ardmore, Okla.

Recently an elderly lady purchased a ticket at Madill, Oklahoma, for Frisco Junction and boarded the west bound passenger train for her destination. Joe Pierce, veteran of the old "link and pin" days, happened to be conductor on the run that day and, although he is not very loquacious, he knows every citizen along the right-of-way of the Frisco between Ardmore, Oklahoma, and Hope, Ark.

When the conductor collected the lady's ticket he noted she had a large bundle, he also knew that her home was about a mile east of the junction, but within a stone's throw of the right-of-way.

If Joe Pierce hadn't been the kind of a conductor Joe Pierce is, he could have collected the ticket, carried his passenger to destination and forgot about it.

But that is not Joe Pierce's way of doing business. He said nothing to the passenger about his intentions, but when nearing the lady's residence approached her seat, took the large bundle in his hands, said to her: "Lady, you just keep your seat until we come to a full stop and you will be home in a jiffy," at the same time giving the proper air signal to the engineer.

When the car stopped it's step was within one hundred feet of the lady's home; she had no idea she was to be accommodated in such a manner, and was profuse in her thanks to the old "Cavalier of the Rail".

It is such little gestures as the above that makes for a better feeling between railroads and the public, and incidentally, it is causing marked increase in rail passenger traffic in these days of busses and other motor transportation.

Railroaders have always been unjustly maligned and called "crabs" when the Lord knows they have enough to make them so. A survey of the systems of the nation will reveal that more big hearted men are employed by railroads in every department than in any other calling in the country; men who step out of their way to assist a fellow creature in time of distress and resent commendation for what they deem plain duty.

If a census of rail men could be made, it would be found that more of the Joe Pierce type are on the pay rolls than the class who falsely believe they are above answering a civil question, or treating the public with common courtesy.

## AGENCY CHANGES

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

John Paul Jones, Kansas City Union Depot, baggage agent, March 6; James C. Smalley, Pomona, Mo., March 13; Harry D. Edwards, Elgin, Okla., March 17; Fred A. McClaren, Schulterville, Okla., March 17; Bert P. Melton, Holland, Mo., March 19; Homer W. McFarland, Success, Ark., March 19; Henry M. Bader, Winona, Mo., March 20; Arthur C. Marsh, Spring Hill, Kans., March 21; Eugene D. Osborn, Mannford, Okla., March 21; George O. Poulson, Hillsdale, Kans., March 22nd; Elbert E. Penfield, Lucien, Okla., March 22; Rhoda L. Carruthers, White Oak, Okla., March 24; George W. Hicks, Kewanee, Mo., March 26; Ira N. Harris, Rudy, Ark., March 27; Joe D. Boyd, Bucoda, Mo., March 27; Ora L. Jenkins, Lake City, Ark., March 29; Elbert E. Penfield, Drummond, Okla., March 29; Isham L. Proffer, Canalou, Mo., March 31; John T. Howell, Hunter, Okla., March 31; Charles F. Stauffer, Pettigrew, Ark., March 31.

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

Thomas J. Lasater, White Oak, Okla., March 14; Harry S. Miller, Columbus, Kans., March 16; Omer E. Riggins, Springdale, Ark., March 19; James G. Houghton, Guin, Ala., March 23; Thomas J. Lasater, Foyil, Okla., March 24; Carl L. Davidson, Stroud, Okla., March 26; James E. Sandlin, Foreman, Ark., March 26; Glen L. Henson, Leflore, Okla., March 26; Ivan T. Burdick, Lucien, Okla., March 28; George E. Mills, Campbell, Mo., March 29; Homer J. Houghland, Garnett, Okla., March 29.

Edna Markowski and Margaret Leahy, members of the St. Louis Girls' Club, are responsible for some business secured for Frisco Lines through their personal solicitation.

Miss Markowski secured routing on car SF 15980, keg beer consigned by the Wagner Brewing Company of Granite City, Ill., routed Frisco to Birmingham, SAL to Miami, Fla.

Miss Leahy secured two cars of tobacco, SF 162875 and SF 162524, St. Louis to San Francisco, forwarded on March 28.

## NEWS OF THE FRISCO CLUBS

### *Frisco Girls' Club Springfield, Mo.*

Members of the Frisco Girls' Club of Springfield, Mo., are busy working on the melodrama, "Gold in the Hills"—or "The Dead Sister's Secret", which is to be sponsored by the club and presented at Clara Thompson Hall, Drury College, Tuesday, April 17, 1934. Rehearsals have begun under the direction of Ralph Nibler, and Glen Stambach is arranging the musical score.

This is a high-class play, the setting of which is in the "Gay Nineties". It promises to be one of the best ever put on in Springfield. All of the cast is not complete, but the following Frisco girls will take part: Hazel Baker, Ethel Copeland, Bertie Sutton, Irene Schaller, Mamie Bradley, Beatrice Arnold, Ila Cook, Marjorie Reishaw, Helen Yates, Hazel Clark, Dorothea Hyde, Selma Hoffman, Eula Stratton and Pearl Fain.

They expect a good attendance and everything points that way. The sale of tickets opened March 10th with the selection of six peppy captains, each to have a team of twenty girls under her—the team selling the most tickets to be tendered a party or some sort of entertainment, by the losing teams. Chairman of the ticket committee is Miss Dazel Lewis, with the following captains: Jack Fitzjohn, Mildred Lebolt, Eunice Hagerman, Mary Prophet, Selma Hoffman, and May Mutz.

### *Ozark Frisco Employees' Club*

The Ozark Frisco Employees' Club held its regular monthly meeting in the high school building at Fordland, Friday evening, March 16th, as invited guests of the Parent Teachers' Association of Fordland.

Preceding the open meeting held with the public in the high school auditorium, the ladies of the association served dinner to thirty-five officials, guests and members. Due to the wide publicity given this meeting by Agent W. A. Bosley, the auditorium was filled and standing space was at a premium. A short program consisting of selections by the Girls' High School Glee Club of Fordland and a short address of welcome by Mayor Von Rump of Rogersville, preceded the address of W. L. English who was the principal speaker of the evening.

A number of school children be-

ing present, Mr. English devoted a part of his time to the theme of "Safety", at the same time calling the attention of the public to the desirability of Frisco passenger service from this standpoint, pointing out to them that under the safety program of the Frisco, passengers were safer on our passenger trains than in their own homes. The major part of his address was given to a discussion of the railroad's difficulties in competition with unregulated and subsidized forms of transportation, pointing out the enormous amount of money levied against the railroads in the form of taxes, the huge amounts expended by reason of ICC regulation to promote safety; other forms of transportation, being practically free from this sort of regulation, were in a position to publish and charge rates that were ruinous to railroads, and which they could not possibly meet under existing conditions. He called the attention of his audience to the vast railroad mileage which was being abandoned because of these conditions, resulting in loss of taxation, destroying the earning power of a vast number of employes with loss to the various communities of the purchasing power of these dismissed employes. He expressed a belief that eventually our government would recognize these conditions and take the necessary steps to correct them, but expressed a doubt that all railroads would survive until such legislation could be enacted.

L. D. Higgins, general agent Railway Express Agency, Springfield, spoke briefly of the history of the express business tracing its growth from the "carpet bag" stage to its present day organization, covering 213,000 miles of railroads, 14,000 miles of air line, with over 9,000 trucks in service, employing 75,000 persons. He spoke briefly of the present day service rendered by this agency, calling attention to reduced rates, fast schedules, etc., making its use very attractive to present day business requirements.

Officials and guests present were, in addition to Mr. English and Mr. Higgins, C. B. Callahan, assistant superintendent; E. D. Chaudet, traveling freight and passenger agent; T. W. Blaine, division roadmaster; F. H. Peck, route agent Railway Express Agency, and W. W. Black, depot agent Railway Express Agency, Springfield.

It is expected that the next club meeting will be in the nature of a business meeting, at which time plans will be discussed for the "Golden Jubilee" meeting to be held at Mountain Grove within the next two or three months.

### *Northwest Arkansas Frisco Employees' Club, Fayetteville, Ark.*

The third meeting of the Northwest Arkansas Frisco Employees' Club was held at Fayetteville, Thursday evening, March 15th, with fifty-four members present.

This was the most enthusiastic meeting yet held, and members are to be commended for the spirit and pep shown in this meeting, which was all strictly business.

Discussions were open and talks were made by various members, including S. L. McCartney, C. O. McCain, E. L. Collette, J. W. Stanberry, O. L. Young and many others. Mr. McCartney, agent for the express company, and chairman of the publicity committee, secured favorable front page mention in the Fayetteville daily, also press notice in the Ft. Smith newspaper.

An advertisement was read, which appeared in the Winslow American, weekly newspaper, published at Winslow, which was inserted and paid for by J. A. Winn, agent, Winslow, explaining various services offered by the Frisco, and a discussion of railroads in comparison with other means of transportation.

It was voted to send a bouquet of flowers to I. J. Russell, agent, Springdale, one of the members, who is seriously ill, also a remembrance to Eugene Sharp, engine foreman, who is confined in the St. Louis hospital with a broken leg.

Topics for discussion, which were assigned at the last meeting were given by the following members: R. K. Stoneberger, Key Browning, W. E. Lark, C. H. Garrison, and O. L. Young. These talks were very interesting, and many points "hit the spot" which caused generous applause.

The ladies, not to be outdone, had a very pleasant surprise at the end of the meeting, serving sandwiches and coffee, which was all unexpected, and appreciated all the more. Enthusiasm "cropped out" all around. Instead of hearing hints that one felt obligated to attend, it seemed to be the



general opinion that everyone had a good time.

It was decided to hold the April meeting at Prairie Grove, third Thursday in April, which is the 19th, and an even larger crowd is expected to attend.

### Springfield Men's Club

The Springfield Men's Club sponsored another big St. Patrick's Festival at the Shrine Mosque, Springfield, Mo., on the night of March 17, and it is estimated that approximately 5,000 persons were in attendance. This number included many of the Springfield merchants and their families and quite a number of visitors from the various towns within a 75 mile radius of Springfield.

Before the dancing, a program of interest was presented which included: organ selections, Mrs. G. L. Davis at the organ; concert, Springfield Boy Scout Band of 100 pieces under the direction of Professor R. Ritchie Robertson; exhibition drill, High School Girl Drum Corps; musical selections, Elks' Quartette; exhibition drill, Shepherdess Guard, White Shrine, and special dance numbers presented by Miss Louise Reynolds and pupils, which consisted of the following numbers: "The Shamrocks", "Tap Dance", "Musical Comedy Dance" and "Neopolitan Nights".

Amplifiers were installed so that the various announcements and music could be heard throughout the vast Shrine Building. In addition to the entertainment listed above, there were a number of games through the corridors and a carnival spirit prevailed.

The dance music from 9:00 until midnight was furnished by Glenn Stambach's ten piece orchestra and from 9:00 until 10:00 p. m. the music was broadcast over station KGBX and announcements were made that the music was coming from the Frisco party for friends and patrons of the Frisco at the Shrine Mosque.

Under the leadership of J. E. Potts, president of the club, its members are doing some splendid work, both in the way of a soliciting and advertising program. It is doubted if any other single attraction has ever attracted the crowd which these parties, sponsored by the Springfield Men's Club, have attracted in Springfield.

With this one past they are planning something else, both for the entertainment of the employes and the enjoyment of the patrons of Frisco Lines.

### Afton, Okla.

The Afton, Okla., Club had a number of official visitors at its meeting on March 16, which was held jointly with club members, shippers and re-

ceivers of freight at the Frisco station waiting room.

Those in attendance included 22 members, five Northern division employes, agents from Miami and Foyil, 21 business and professional men of Afton and the following members of the Frisco official family: F. H. Shaffer, general manager; O. T. Hall, superintendent dining car service; C. T. Mason, superintendent; H. W. Hale, assistant superintendent, and Herbert Matthewson, secretary to F. H. Shaffer.

The Kansas City Sunnyland Club, while emphasizing many splendid entertainments for both employes and patrons alike, has not, in any manner, neglected to carry on a program of solicitation.

The report for the month of March, as issued by J. R. Coulter, traffic manager, shows 134 tips reported; 300 carloads, 87 LCL shipments and 9 passengers actually secured. Those on the roll of honor, responsible for this business include: A. H. Bray, E. W. Cunningham, Tom Kehoe, A. J. Westerman, H. L. Herman, E. C. Lindeman, J. J. Fitzgerald, L. W. Poncik, F. H. Fenner, Ethel M. Martin and C. C. Lacy, from the transportation department; David Fitchie and Ira Jones from the mechanical department, and A. J. Finn from the maintenance of way department.

F. G. Marsh, postmaster, of Afton, officially welcomed the members and guests and G. S. Fowler of the Afton Club made the response.

W. H. Shadlebar, agent, made a report of business secured at the Afton station, the report indicating a good increase for the first 16 days of March as compared with the entire month of March, 1933.

F. H. Shaffer gave those present some figures relative to maintenance and taxes, which were both informative and startling. His address was enjoyed by all present and the club hopes to have him with them again in the near future.

Each of the other officials addressed the club and its guests, extending their appreciation for the patronage and cooperation given by the merchants to Frisco Lines.

C. H. Baker, of Baker's Cafe, served the group with refreshments at the close of the meeting.

### Memphis, Tenn.

Members of the Greater Traffic Committee of the Memphis Club held their March meeting on the 21st in

the local freight office, with twenty-five members present.

J. H. Brewer, extra clerk, reported that he had secured passengers from Hoxie to Memphis and return, after trip had been planned by bus; J. F. Wright, rate clerk, secured shipment of household goods from Memphis to Fayetteville, Ark; D. E. Creeden, disposition clerk, reported nine cars of coal moving via Frisco Lines which was new business.

H. H. Smith reported talking to a patron who purchased tickets and shipped his automobile, Fort Myers, Fla., to Memphis as baggage. The car left Fort Myers March 2 and was delivered to him the afternoon of March 5, arriving on train 124 that morning. The patron was so pleased with the shipment and service that he stated had he known of it on the going trip, he would have shipped his car to Florida via train instead of driving.

Gordon Robertson, cashier, reported having secured shipment of a trunk, and promise of shipment of household goods from a man who came into the office seeking information as to rates.

The club reports receiving a letter of commendation on the splendid work of its members from S. S. Butler, general traffic manager.

### Birmingham, Ala.

At a meeting held at Boyd's Cafe, East Thomas, Ala., April 3, called for the purpose of re-organizing the Birmingham Club and electing officers, in line with talk made by Martha Moore on her recent visit to Birmingham, the following officers were elected: E. E. Walsh, local agent, president; J. H. Johnson, record clerk, treasurer; Launa M. Chew, secretary to traffic manager, secretary.

Following the suggestion made by Miss Moore it was decided that for the best interests of the club and in order that each department be represented, a vice-president from each was elected. They include: S. B. Girrard, representing car department; J. W. Drake, roundhouse; L. E. Crump, enginemen, yard and road; W. W. Lane, yard and road trainmen; W. B. McCaffrey, clerical force; W. W. Wade, traffic department; A. D. Barfield, maintenance of way; Mrs. O. L. Allen, claim, legal and special agents; J. W. James, accounting department; G. E. Westbrook, store department, and R. H. Webster, operators.

C. J. Thompson, chief clerk to superintendent of terminals, was elected a permanent member of the official body of the club, to sit in all meetings in an advisory capacity.



A vote of thanks was extended to E. T. Boyd for the delicious luncheon served, and a meeting of all members is planned for a future date.

### St. Louis Men's Club

The monthly luncheon of the St. Louis Men's Club was held in the Ivory Room of the New Hotel Jefferson on Thursday, March 22. While partaking of an inviting menu, music and other entertainment was provided through The Missourians, a seven-piece orchestra, under the able leadership of Raleigh Beatty of the traffic department, which were well received.

Hon. Charles M. Hay, city counselor, was the guest speaker. He presented a most interesting address on the subject, "National Recovery", which was to the point and greatly enjoyed by all present.

### Cape Girardeau, Mo.

Fourteen members and two visitors were present at the meeting of the Frisco Employees Club, held at the passenger station at Cape Girardeau, Mo., on March 21. The meeting was in charge of G. G. Moeder, president, and was the first one held for some time.

Those present voted to have regular meetings each month on the first Wednesday. Very little detail business was transacted, although a general discussion of the truck and bus situation and solicitation of freight and passenger business was discussed by all present.

### Ft. Smith, Ark.

Seventy-one members of the Frisco Employees' Club of Ft. Smith, Ark., were present at the April 2nd meeting, held in the general office building.

President George Hinnant reported having received ten tips on carload shipments, three on LCL shipments, and one ticket for a passenger to Dallas. These tips were all turned over to the passenger department for handling. Three truck law violations were also reported, and all three, it was learned, had resulted in fines.

Short talks were made by Messrs. McCain, Gabriel, Stoneberger, Crawford, Kelton, Presson, Williams, Davenport and Young, all of which were along the lines of solicitation and business. An increase in business from the Ft. Smith station was reported and the crop outlook for this season was reported as better than it has been for a number of years.

Motion was made and unanimously carried that the club address letters to Messrs. Litzell and Collette, who are at this time confined to the hospital due to illness. These gentle-

men have been very active in club work.

The president was asked to appoint a committee to look into the feasibility of having a division picnic some time in the near future. Messrs. S. Kelton, H. E. Gabriel and M. L. Crawford were appointed to serve on this committee.

C. H. Garrison, roundhouse foreman at Fayette Junction, presented the feature entertainment of the evening. He is a clever magician and greatly in demand.

### Monett, Mo.

The regular meeting of the Frisco Employees' Club of Monett, Mo., was held on April 3 with a splendid attendance of its members.

Reports showing a large increase in both freight and passenger business were reported, and the employees discussed the details of a contest being sponsored by the club. This contest is in two divisions; a prize of \$5.00 will be given to the high school student of Barry and Lawrence counties who submits the best essay of not over 500 words on the subject, "What Ship and Travel by Rail Means to My Community". A prize of \$2.00 will be given the pupil in elementary schools of Barry and Lawrence counties who submits the best poster, using for his or her subject, "Ship and Travel by Rail." The essay and poster will both be reproduced in the Frisco Employees' Magazine.

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

Eighty-seven members were present at the April 3 meeting of the Frisco Girls' Club of St. Louis, Mo. The meeting was held in the Tea Room at Stix-Baer & Fuller D. G. Co., a portion of the tea room having been screened off for the affair.

Ray C. Schroeder, who over station WIL, St. Louis, is known to the radio audience as "Judge Fixit", was the guest of honor. Following the luncheon, he was introduced by Col. Frank Eschen, who also introduces him on his morning and evening program over the radio. "Judge Fixit", who broadcasts on the City Service program, read from his voluminous files, letters which had come to him from citizens, pertaining to all subjects. He advised the girls that at one time when his program was conducting a contest, he received approximately 1,300 letters in one day. His address was most interesting and entertaining.

H. C. James, advertising manager of Frisco Lines, was also a guest at the luncheon and acknowledged an introduction from the speaker's table.

### Ft. Worth, Texas

Members and friends of the Frisco Employees' Club of Ft. Worth, Texas, enjoyed a bridge and forty-two tournament at the Elks Club, Saturday evening, March 31. Prizes in bridge were awarded to Mesdames, C. J. Stephenson, J. E. Steele and W. J. Granger; Messrs. G. L. Oliver, T. E. Bliss and Norman Day. In forty-two, Mrs. W. W. Wilson and R. L. Truitt had the high scores. The door prize was won by Mrs. T. E. Bliss.

As a special feature of entertainment, Louise Hudson, of the Hudson School of Dancing, presented many of her talented pupils. R. L. Truitt showed quite a bit of talent as an auctioneer in disposing of a basket of fruit at Chinese Auction. C. J. Stephenson finally outbid all contestants and received the fruit.

Members of the club wish to express appreciation to the following firms for their co-operation and gifts which contributed to the success of the tournament: Martha Washington Candy Co., Transportation Cigar Stand, Bergman Produce Co., Herman's Food Store, J. W. Nichols Cleaners, N. C. Hall Jewelry Co., Leonard Brothers, Universal Mills and the Ft. Worth Macaroni Co.

### Colored Club of Okmulgee, Okla.

Members of the Colored Club of Okmulgee, Okla., held a meeting on the night of March 21. The meeting was opened with prayer. E. G. Gilmore reported having secured a passenger, Okmulgee to Ft. Worth.

Mrs. Mottie Hinds led the discussion regarding the program and banquet which was planned for April 4. Three visitors were present, which included John King, from the American Legion, who made a report on a convention to be held in Oklahoma City in September, 1934.

The March 14 meeting of the members of the Colored Club of Okmulgee, Okla., was well attended and a splendid report of business was made. Murray Hill, president, reported having secured one passenger, Tulsa to Columbus, Ohio, and return, and one passenger, Okmulgee to Tulsa was secured by E. G. Gilmore.

The Frisco Southern Band provided the entertainment feature of the evening, and the club presented each member of the band with a Frisco pin.

### Colored Club of Hugo, Okla.

A Colored Club of Hugo, Okla., was organized on the night of March 12, with 44 persons in attendance. The organization plans of the club were

## 1934—Important Conventions—1935

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

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

### 1934 MEETINGS

Northern Baptist Convention.....	Rochester, N. Y.....	May 23-28
C. M. E. Church, Quadrennial Conference .....	St. Louis, Mo.....	May 2-22
Natural Gasoline Assn. of America.....	Tulsa, Okla.....	May 9-11
International Petroleum Exposition.....	Tulsa, Okla.....	May 12-19
Kiwanis International .....	Toronto, Ont. ....	June
Nat'l High School Band Tournament.....	Des Moines, Ia.....	May 31-June 2
United Confederate Vets Reunion.....	Chattanooga, Tenn. ....	June 3-8
American Institute of Banking.....	Washington, D. C.....	June 11-14
American Medical Association.....	Cleveland, Ohio.....	June 11-15
U. S. Junior Chamber of Commerce.....	Miami, Fla. ....	June
National Retail Credit Association.....	Memphis, Tenn. ....	June 19-22
Rotary International .....	Detroit, Mich. ....	June 25-29
National Education Association.....	Washington, D. C.....	June 30-July 6
B. Y. P. U. of America.....	Pittsburgh, Pa.....	July 4-8
Lions Clubs International.....	Grand Rapids, Mich.....	July 17-20
International Walther League.....	Omaha, Nebr. ....	July 15-19
Civitan International.....	Toronto, Ont.....	June
M. O. V. P. E. R. (Grotto).....	Atlantic City.....	June 26-28
Shrine (A. A. O. N. M. S.).....	Minneapolis, Minn. ....	June 19-21
Knights Templar Gr. Encampment.....	San Francisco, Calif.....	July 7-13
B. P. O. E. (Elks) Grand Lodge.....	Kansas City, Mo.....	July 15-20
United Spanish War Veterans.....	Pittsburgh, Pa. ....	August 19-23
Nat'l Baptist Convention (Col.)		
Unincorporated .....	Muskogee, Okla. ....	Sept. 5-10
Nat'l Baptist Convention (Col.)		
Incorporated .....	Oklahoma City, Okla.....	Sept. 6
American Legion .....	Miami, Fla. ....	Oct. 22-25
American Bankers Assn.....	Washington, D. C.....	October 22-25
American Petroleum Institute.....	Dallas, Texas .....	Nov. 12-15
Southern Medical Association.....	Dallas, Texas.....	November

### 1935 MEETINGS

Shrine Directors Association.....	St. Louis, Mo.....	March 6-8
Kiwanis International .....	San Antonio, Tex. ....	May
United Spanish War Vets.....	San Antonio, Tex.	

outlined by H. E. Gabriel, assistant superintendent, and the members proceeded immediately to elect officers. The following were elected to serve for the year: Henry Thomas, president; Wheeler Goree, first vice-president; Clarence Wren, second vice-president; James Denman, secretary, and Willie Burnell, assistant secretary and treasurer.

The club members voted that money for entertainments, etc., could best be secured by having regular club dues, and the sum of 10c a month was voted to be paid as dues by each member.

Interesting and impressive talks were made by three ministers present at the first meeting. Rev. Torents mentioned the fact that there would

be quite a conference in Muskogee this year and that there would be a large crowd from the Hugo territory. The rail rate which is cheaper than the bus rate was stressed, and Mr. Gabriel promised to take care of the passengers with necessary equipment.

Henry Thomas thanked the members for having elected him as president, and urged that they support the club to the fullest extent. It was voted to have monthly meetings, and the regular meeting night was designated as the second Tuesday in each month.

Twelve new members were added to the club roster at the second meeting of the Frisco Employees' Colored Club of Hugo, Okla., held on April 3.

Business secured by members of this club was reported, which showed each and every one of them on the job. Mr. Thomas, president of the club has a pledge from the Ministers' Alliance that they will do everything in their power to aid him in securing additional business for Frisco Lines.

Members of this club are showing much interest, and good results from their solicitation efforts are already evident.

### MEETINGS NOT REPORTED

A crowded magazine this month prohibits detailed accounts of the club meetings held at Joplin, Mo., on April 5; Hayti, Mo., on March 21; Wichita, Kans., on April 12; meetings of the auxiliaries at Tulsa and Kansas City, both held on April 2, and a meeting of the Colored Club of St. Louis and the Colored Club of Okmulgee, held on April 6 and April 4, respectively.

A great deal of business was reported as having been discussed at these meetings and interest and enthusiasm for coming affairs was much in evidence.

### ARTHUR STOEHR DIES

Employees of the general office of Frisco Lines were shocked when they learned, on April 18, of the death of Col. Arthur Stoehr, employee of the accounting department. Colonel Stoehr had been confined to the hospital only three days before his death, which was due to kidney trouble.

He was 54 years of age, born May 28, 1880, and began his service with Frisco Lines on September 14, 1904, as a clerk in the accounting department where he remained throughout his entire service.

He was honored on numerous occasions; was secretary of the Bond Issue Committee which sponsored the \$87,000,000 municipal bond issue of 1923; was an Honorary Colonel on the staff of Governor Caulfield and former head of the P. T. A., of Cleveland School. He served for a number of years as secretary, then president of the Tenth Ward Improvement Association of St. Louis, and in the last year was a member of the local NRA Committee and made radio talks on NRA matters. He also served as secretary of the Frisco Men's Club for a number of years.

He is survived by his widow, Mrs. Mary Stoehr, a daughter, Bernice, and a son, Russell; also by his mother, Mrs. Antonia Stoehr, two brothers and a sister. Funeral services were held on Saturday, April 21, at the Southern Funeral Home, St. Louis.



# THE PENSION ROLL



## FRANCIS TIPTON WATSON

FRANCIS TIPTON WATSON, conductor, Southwestern division, was retired from active service, February 28, 1934, due to his having reached the age limit. He was born February 18, 1864, at Springfield, Mo., and educated in the schools of Springfield, also the Morrisville Institute and Drury College. He entered Frisco service as a brakeman on November 8, 1889, running between Springfield and Monett. He later served as freight conductor and was made passenger conductor July 28, 1875. He was transferred to the Eastern division, then back to the Southwestern division May 10, 1896, and was serving as freight conductor during his last days of service. On February 9, 1894, he married Annabelle Jones, of Springfield, Mo., and to them was born one son. Mr. and Mrs. Watson reside in Springfield, Mo. Continuous service of 44 years and 2 months entitles him to a pension allowance of \$84.30 a month, effective from March 1, 1934.

## EDWARD A DEAN

EDWARD A. DEAN, yard engineer, Kansas City, was retired from active service, February 28, 1934, due to his having reached the age limit. He was born February 25, 1864, at LaSalle, Ill., and his first railroad service was with the Rock Island. He came with Frisco Lines about June, 1897, as engineer in the Kansas City yards, where he remained during his entire service. In 1886 he married Mary Elizabeth McGuire, of Ottawa, Kans., and to them were born twin boys and a daughter. Mrs. Dean is deceased, and Mr. Dean lives in Kansas City, Mo. Continuous service of 36 years and 2 months entitles him to a pension allowance of \$60.50 a month, effective from March 1.

## MILTON HENRY STUBBLEFIELD

MILTON HENRY STUBBLEFIELD, train dispatcher, Chaffee, Mo., was retired from active service, February 28, 1934, due to his having reached the age limit. He was born February 17, 1864, at Centralia, Ill., and educated in the schools near his home

*Ten Frisco Lines veteran employes, with combined service of 294 years and one month, were placed on the Pension Roll at a meeting of the Board of Pensions, held March 21, 1934, at the St. Louis General Office.*

and at Carrollton, Ill. He served the C&A and Big Four railroads before coming with Frisco Lines as train dispatcher on November 11, 1902, at

Chaffee during his entire service. On September 30, 1896, he married Ollinna Ingham, of Circleville, Ohio, and to them were born two sons. Mrs. Stubblefield and one son are deceased. Mr. Stubblefield resides in Chaffee. Continuous service of 31 years and four months entitles him to a pension allowance of \$66.30 a month, effective from March 1, 1934.

## SAM BOSTIC

SAM BOSTIC (colored), porter, general office building, Springfield, Mo., was retired from active service February 22, 1934, due to his having reached the age limit. He was born February 22, 1864, at Van Buren, Ark., and began his service with Frisco Lines in February, 1901, as messenger and mail handler at Springfield, Mo. He worked in that capacity and as porter, janitor and stationary boiler fireman until his retirement, all at Springfield, Mo. In 1886 he married Maggie Deen of Van Buren, Ark., and to them were born two children. Mrs. Bostic and the two children are deceased. Mr. Bostic resides on Summit Avenue, Springfield. Continuous service of 31 years entitles him to a pension allowance of \$25.30 a month, effective from March 1, 1934.

## WILLIAM DOTTS

WILLIAM DOTTS, section foreman, Buhler, Kans., was retired from active service on February 28, 1934, due to his having reached the age limit. He was born February 7, 1864, near Princeville, Peoria County, Ill., and educated in the schools near his home. He served as section laborer and extra foreman on the QM&P Railroad at Crawfordville, Mo., coming with Frisco Lines as section foreman May 1, 1888, at the station now known as Matheson, Kans. He was made section foreman August 15, 1888, first serving at Matheson, Kan., then moving to Frederick, Kans., as section foreman where he remained for two years. He was transferred to Buhler, Kan., as section laborer on April 2, 1909, where he remained until his retirement. He married Addie Canfield on February 23, 1889, at



*The photos above are of veterans placed on the Pension Roll during the month of March. Reading from left to right (top row): F. T. Watson, E. A. Dean, M. H. Stubblefield. (Center row): William Dotts, G. M. Schwend, O. L. Hanson. (Bottom row): M. M. Thompson and E. E. Craig.*

Cape Girardeau, Mo. He served as train dispatcher and as chief train dispatcher at Cape Girardeau and

Hutchinson, Kans., and to them were born three daughters and two sons. Mr. and Mrs. Dotts reside at Buhler, Kans. Continuous service of 29 years and 11 months entitles him to a pension allowance of \$32.35 a month, effective from March 1, 1934.

#### GEORGE MARTIN SCHWEND

GEORGE MARTIN SCHWEND, engineer, Southern division, was retired from active service February 28, 1934, due to his having reached the age limit. He was born February 26, 1864, at Montgomery, Ala., and served several railroads before coming with Frisco Lines on January 8, 1907, as engineer out of Birmingham, Ala. He served on the Southern division during his entire service. In 1911 he married Pearl McCain. They reside in Birmingham, Ala. Continuous service of 27 years and two months entitles him to a pension allowance of \$54.65 a month, effective from March 1, 1934.

#### CLARENCE ELMER HOUSEHOLDER

CLARENCE ELMER HOUSEHOLDER, agent-operator, Cordova, Ala., was retired from active service February 28, 1934, due to his having reached the age limit. He was born February 22, 1864, at Pittsburgh, Pa., and educated in the schools near Wellsville, Ohio, and served the Milwaukee, Great Northern, Santa Fe, G&GW and JLC&E, before coming with Frisco Lines as agent-operator in November, 1903, at Sargent, Mo. He served at several stations, but all on the Southern division and was agent at Cordova, Ala., when retired. On March 31, 1896, he married Cora Carrol of Wakarusa, Kans., and to them were born three daughters and five sons. Mr. and Mrs. Householder reside at Cordova, Ala. Continuous service of 25 years and 6 months entitles him to a pension allowance of \$46.30 a month, effective from March 1, 1934.

#### OSCAR LAWRENCE HANSON

OSCAR LAWRENCE HANSON, switchman, Wichita, Kans., was retired from active service June 3, 1933, due to total disability. He was born November 20, 1880, at Wichita, Kans., and educated in the schools of that city. He served the Rock Island, Missouri Pacific and Santa Fe before coming with Frisco Lines as a switchman on February 14, 1909, at Wichita, Kans. He was promoted to yard conductor in June, 1909. On November 20, 1905, he married Lela Blades, of Wichita and to them were born two daughters and one son. Mr. and Mrs. Hanson reside in Wichita, Kans. Continuous service of 24 years and

3 months entitles him to a pension allowance of \$47.85 a month, effective from March 1, 1934.

#### MARION MAY THOMPSON

MARION MAY THOMPSON, crossing flagman, Sapulpa, was retired from active service October 30, 1933, due to total disability. He was born May 12, 1868, at Fredric, Iowa, and educated in the schools near his home. He began his railroad service about August 15, 1909, as track man at Chandler, Okla., for Frisco Lines. He also served in the B&B department at Sapulpa, his last service being as crossing flagman in the latter city. On November 27, 1894, he married Addie E. Frall, of Fredric, Iowa. Mr. and Mrs. Thompson reside in Sapulpa, Okla. Continuous service of 23 years and 2 months entitles him to a pension allowance of \$24.60 a month, effective from March 1, 1934.

#### EDWARD EUGENE CRAIG

EDWARD EUGENE CRAIG, pensioned section foreman of Pittsburg, Kans., was retired from active service February 19, 1934, due to his having reached the age limit. He was born February 19, 1864, near Lebanon, Mo., and attended the schools near his home. He served several railroads before coming with the KCFS&M Railroad at Norwood in November, 1890, in the capacity of laborer in the extra gang. He served as section foreman, and extra gang foreman at various points on the line, ending his service at Pittsburg, Kans. On December 3, 1883, he married Martha Ann Riley, of Lebanon, Mo. The first Mrs. Craig is deceased and on March 15, 1932, Mr. Craig married Jennie Peinell of Lamar, Mo. There were four daughters and one son born of the first marriage. Mr. and Mrs. Craig reside in Pittsburg, Kans. Continuous service of 21 years and 5 months entitles him to a pension allowance of \$24.45 a month, effective from March 1, 1934.

### In Memoriam

#### CHARLES EDWARD JONES

CHARLES EDWARD JONES, pensioned clerk of Kansas City, Mo., died at his home on April 8. He was born, March 18, 1854, in Little Rock, Ark., and entered the service of Frisco Lines as laborer in the Kansas City station in August, 1892, working in various capacities at the Kansas City station until June, 1918, when he became clerk in joint livestock office in which capacity he worked until re-

tired, March 31, 1924. His pension allowance was \$36.85 a month and during his lifetime he was paid a total of \$4,601.40.

#### JAMES LEE BASHAM

JAMES LEE BASHAM, pensioned passenger conductor, died at his home at Valley Park, Mo., on March 19. He was born in Marries County, Mo., June 2, 1869, and entered the service of Frisco Lines, November 7, 1887, as a brakeman out of Springfield, Mo. He spent his entire service on the Eastern division and was retired May 21, 1931, due to total disability. His pension allowance was \$90.35 a month and during his lifetime he was paid a total of \$2,952.70.

#### RICHARD JAMES FITZGERALD

RICHARD JAMES FITZGERALD, switchman, Sherman Yards, died in the Frisco Hospital, St. Louis, March 29, 1934, and interment was at Carthage, Mo., April 2. He was born January 18, 1872, in Ashtabula, Ohio. Mr. Fitzgerald began railroading at the age of seventeen and worked for many roads during his lifetime. He began working in the yards at Sherman, Texas, in 1927, having previously worked for the Frisco at Sapulpa. He was married at Cheyenne, Wyoming, October 7, 1900, to Mary L. Hirst, who survives him. He is also survived by one brother and two sisters.

#### WILLIAM OTWAY McLEAN

WILLIAM OTWAY McLEAN, pensioned agent, Tupelo, Miss., died at his home on April 11. He was born October 6, 1851, near Greensboro, N. C., and was employed as agent at Tupelo, Miss., from March 1, 1889, to January 6, 1922, when he was retired due to his having reached the age limit. His pension allowance was \$45.35 a month and during his lifetime he was paid a total of \$6,949.65.

#### A WORD FROM PENSACOLA

"I'd like for all my fellow employees on the Frisco to know that in Pensacola waters there remain as fine fish as ever were caught anywhere. Tell 'em I said so. I've gotten my share of them and I'm still fishing."

This statement comes from J. A. Murray, retired engineer of Frisco Lines, who is looking forward to meeting his old buddies at the reunion in May.

A snapshot, which accompanied the note, shows veteran Murray with a huge fish in either hand. He's ready and waiting to show the veterans where the big fish bite the best.

## EARLY LIFE ADVENTURES OF FRISCO ROADMASTER

(Continued from Page 8)

as soon as he heard the sails fly back and flap against the rigging and after looking up, without saying anything he gave me a kick I will always remember. He then called all hands on deck to brace the yards and between swearing at the men for not moving fast enough and at me, things were pretty hot. After he got through he came to me and after boxing my ears he told me he would teach me how to steer. This was close to noon and the tropical sun was coming down hard. I had on only a pair of pants and a sleeveless undershirt, the customary clothing for a two-hour shift at the wheel in hot weather. I was kept at the wheel the balance of the day, even on my watch below, and when I was relieved at 8:00 p. m. my back was a solid blister. I did not sleep that night and thoughts came to me of the good home I had left.

"The old Yankee sailor who was assigned to teach me rope work, if I did not get the knot tied right after he had only shown me how once, would beat me. However he broke his arm and while I used to hate him, I went to see him while he was ill and we became fast friends.

"That first trip on the 'Katy' was my hardest. Hard luck seemed to follow the ship, either calm, when we could do nothing but drift and the Old Man would walk up and down on deck and whistle for a fair wind, or storms, when we lived in oil skins for days. We laid at Cape Horn, fighting against cold and wet and storms, without getting an inch further west nearer our destination—getting either too far south and having to dodge icebergs, or getting too far north until we could hear breakers and see the outline of Cape Horn, and the Old Man would turn around again and go south. We reached the 56 Meridian, which is too far south for a sailing vessel, and we lost all our good canvas and most of our upper rigging. We all cheered when we were called on deck to brace the ship and go to Australia. We had not been out of our oilskins for days and some of us were breaking out in big sores."

The two brothers are now in Germany, one serving a railroad in clerical capacity and the younger runs a restaurant. The family reside in the beautiful village of Tubingen. While the elder Mr. Schubert and his wife were visiting their son in Oklahoma City they failed to see any Indians, and this was one of their re-

## MERRIMENT

### Just About

"How long has your hired man been working for you," inquired Farmer Bentover.

"About two hours," replied Farmer Fumblegate.

"Why I thought he had been here longer than that."

"He has. He's been here two months."

### Good Pay

During an intense love scene in the movies, when the hero was doing his stuff, wife nudged hubby and said: "Why is it that you never make love to me like that?"

"Say," he replied, "do you know the salary that guy gets for doing that?"

### A BAD MISTAKE

"So your son left college on account of poor eyesight?"

"Yes, he mistook the dean of women for a co-ed."

### WOULD YOU SELL?

An American on a visit to London went to the Zoo. Approaching one of the keepers, he said to him: "Say, keeper, I want you to take me right along to your head man so that I can talk business with him."

The official eyed him suspiciously. "What sort of business do you want to discuss?" he asked.

"Well, it's like this", explained the American, "I've taken quite a fancy to this l'il exhibit, and I want to buy your Zoo for my kids."

"Nothing doing in that line", answered the keeper tersely—"but we might buy your kids for our Zoo."

grets upon returning to their native country. But when they were ready to board the boat for their return trip, about 100 Indians in native dress also boarded the boat, and the Schubert's wish to view the early American settler, at close hand, was gratified.

When Mr. Schubert is in town he is cornered by his young son and daughter who beg him to tell them more of his adventures at sea, but it is only upon few occasions that he discusses his early life. It is doubtful, however, if there are many men who have had such a colorful and interesting life, as the subject of this story.

### Oh, Yeah?

First She: "I don't intend to be married until I'm thirty."

Second She: "I don't intend to be thirty until I'm married."

### KEPT IN

"Why were you kept in after school today?"

"The teacher told us to write an essay on 'the result of laziness', and I turned in a blank sheet of paper."

### Another—?

"You say McTavish is building a house?"

"Yes, and yesterday he phoned to the Masonic Temple and asked for a couple of Free Masons!"

### THE PRICE

"What would I have to give you for just one kiss?"

"Chloroform!"

### THE END

A colored man was arrested after government agents had discovered a still on his premises and was brought before a United States Commissioner.

"What do you plead?" asked the commissioner.

"I plead guilty and waives the hearin'," the culprit said.

"What do you mean 'waive the hearing'?" asked the commissioner.

"I means I don't want to hear no mo' about it."

### Spring at Last

"Well, spring is here at last."

"How do you know?"

"McTavish just threw away his Christmas tree."

### WHAT?

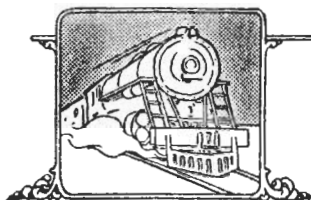
"Do you see the young man standing next to the flivver with golf pants on?"

"I see the man, but I don't see the flivver with golf pants on."

### EVEN LONGER—

"Lips that touch wine shall never touch mine", declared the fair co-ed. And after she graduated she taught school for years and years and years.





# ... NEWS ...

from the

## Mechanical Department



### DIVISION CHAIRMAN AT CHAFFEE

John McSheeley, boilermaker and welder for Frisco Lines at Chaffee, Mo., serves as division chairman of the River division, representing the Frisco Association of Metal Crafts and Car Department Employees. He has served in that capacity since December, 1925, and was a charter member of the local at Chaffee. He served as boilermaker committeeman and chairman of the shop committee until his election to division chairman.



J. McSHEELEY

He came with Frisco Lines as a boilermaker at Chaffee, August 26, 1918, and worked until July, 1922. He served the Pennsylvania Railroad at Terre Haute, Ind., as boiler foreman, but returned to Frisco Lines February 12, 1923, at Chaffee.

He was born at Stoddard County, Mo., February 26, 1894. He married Minnie Davis, daughter of a well-known Southeast Missouri farmer, and to them were born eight children, five of them living.

### LOCAL No. 18—BIRMINGHAM, ALA.

L. L. CLINTON, Reporter

Local No. 18 extends sympathy to R. E. and W. V. Sanford in the recent death of their father, J. E. Sanford, who died March 25.

Grady Watson, joint supply man, is ill. We wish him a speedy recovery.

W. L. Vinyard, car man, had the misfortune of having his wheels and tires stolen from his car recently.

Mrs. S. B. Garrard, wife of shop inspector, is on an extended visit to friends and relatives in Texas and California. Her many friends in Birmingham wish her a very pleasant trip.

J. V. Robbe, J. W. Drake, T. V. Posey and Don Cosby, all machinists, went fishing at Wahachie Creek in Chilton County. One fish was caught by J. W. Drake. Here's to better luck next time.

P. H. Poole, engine supply man is under treatment in St. Louis hospital. Willie Doubleman, machinist, is also under treatment in the St. Louis hos-

pital. We wish them both a speedy recovery.

C. P. Wileman and F. D. Cloudus, car man, spent last week in Gadsden.

A. T. Frock, car man, has moved his family here from Chaffee, Mo.

J. W. Tillery, car inspector, and family motored to Columbus, Miss., to visit his sister, who was sick. On returning, his car turned over but no one was injured.

Dan Cosbey, machinist, is sporting a new Willys-Knight sedan.

### YALE ROUNDHOUSE MEMPHIS, TENN.

P. W. LANDERS, Reporter

Harry Stewart, back shop machinist, has returned to work after being off several weeks account of a broken arm and leg, which he received in an automobile accident.

We regret to report the death of Mrs. H. E. Martin, wife of Engineer Martin. Mrs. Martin's car skidded on the ice as she was crossing the Frisco Bridge, and she fell 35 feet over the bridge and was killed instantly. We extend our sympathy to Mr. Martin and family.

Mrs. P. W. Landers, wife of Machinist Landers, has returned home after being confined to Methodist Hospital for several weeks.

Mrs. Monroe Stewart, wife of Monroe Stewart, tool room attendant, has been confined to her home for several days, account of illness.

The infant son of C. E. Moore, coach yard painter, has been ill with whooping cough, but glad to say he is much improved now.

Floyd Huff, night engine inspector, has a 60-day leave of absence and is visiting friends and relatives in Springfield, Mo.

Mrs. C. C. Hall, wife of Machinist Hall, has been confined in St. Joseph's Hospital.

### LOCAL No. 19—MEMPHIS, TENN.

C. D. RILEY, Reporter

J. V. Ware, assistant general car foreman, better known as "Jack", was recently elected director of the M. A. A. (Memphis Association of Amateur Baseball). Mr. Ware is well known in the amateur baseball circles of Memphis and is fully competent of handling this position. He was selected from a group of several capable men, and is to be congratulated.

P. W. Pape, car repairer, is improving after having his collar bone broken. We hope to have him with us again soon.

We are very sorry to report T. S. Dorris, car oiler, is in the hospital at St. Louis. We wish him a very speedy recovery.

J. C. McNamara, electrician, has just returned from Springfield, after attending a meeting of the board of the Frisco Metal Craft Association. O. S. Marshall also attended the meeting.

### DIVISION CHAIRMAN AT SHERMAN

B. B. Walter, triple valve test rack man for Frisco Lines at Sherman, Texas, has served the Frisco Association of Metal Crafts and Car Department Employees in the capacity of division chairman for eight years.

He was born in Meridian, Miss., August 14, 1875, and moved to Bremond, Texas, in 1879, and began his railroad career some years later with the H&TC R. R. in Sherman. He then served the Southern Pacific, coming with Frisco Lines in May, 1905, as car inspector, and was later transferred to the air brake department, where he is now employed. He joined the Association in 1923 and was elected Division Chairman in 1926.

In 1909 he married Betty Stanley, of Sherman, and to them was born one daughter. She graduated from Sherman High School in 1929, received her Bachelor of Arts Degree from Austin College in Sherman with the class of '33, is now married and holds a position in the auditing department of the Northern Texas Telephone Company at Sherman, Tex.



B. B. WALTER

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

JOHN W. HOLDREN, Reporter

Clarence L. Smith and wife spent the week-end with relatives in Springfield. Otho L. Harvey spent the week-end in Springfield with his wife. Otho has a late model Dodge coupe.

John Primrose has been absent from work account of illness. We hope he will be back on the job soon.

Our sympathy is extended to Floyd Earnhart and family in the death of his sister in Springfield.

Ted Whitehead, wife and daughter, made a flying trip to Springfield, the 31st of March, in the new Graham-Paige. Ted said he made the trip in

three hours and fifty minutes. We understand there are too many curves to open the car up, but that was fair time for 239 miles, and better luck next time.

Robert Johnson was with us in place of Otho Harvey. Glad to have you, Bob.

Frank Whalen was off one day on account of the alarm forgetting to ring.

Fred Hencken was off several days, due to illness.

We have air cooled diners in our three crack trains, Meteor, Texas Special and the Bluebonnet. This should prove a boon to train travel.

## B. & B. REPORT SOUTHWEST DIVISION

J. C. WOODS, Reporter

Mrs. S. H. Dean has been visiting relatives at West Plains, Missouri.

C. L. Brothers has recently purchased a new Plymouth automobile, and Mrs. I. McNair has purchased a new Chevrolet coupe.

Mrs. E. F. Maggi spent a couple of weeks visiting relatives at Rogers, Arkansas.

John Roberts, who went to New Mexico for his health is reported to be bedfast.

Mrs. G. C. Martin is suffering from a severe case of stomach trouble, and Mrs. W. A. Lantz is taking treatments in a tuberculosis sanitarium at Tahleah.

George Simpson is giving the Frisco buildings in Ada a new coat of paint.

## LOCAL No. 2 WEST LOCOMOTIVE SHOPS SPRINGFIELD, MO.

VIRGIL B. SMITH, Reporter

Mrs. W. F. Lawson was operated on for goitre March 15th in the St. John's Hospital and she is getting along nicely.

H. R. Seaman has been appointed erecting foreman, which position was formerly held by W. T. McFarland, who died recently. Mr. Seaman was formerly general foreman at West Shops and was transferred to Monett.

Al Elkins, machinist, is building a boat, getting ready for the fishing season. Al is one of our best fishermen.

Mrs. Albert Pearson, wife of machinist, was operated on in the Springfield Baptist Hospital, March 26th, and is now on the road to recovery.

Freddy Oteman, tinner apprentice, is back on the job again after being off ill for two weeks, also Bob Mansfield returned to work after being off two weeks.

Mr. and Mrs. Carl Davis announce the birth of an 8-pound son at Burge Hospital, April 4th. Mr. Davis is machinist at West Shops.

Ed Ackerman returned to work April 3rd after being operated on in the Frisco hospital at St. Louis. Ed says the hospital there is certainly a wonderful institution and he has nothing but praise for the personnel of the hospital.

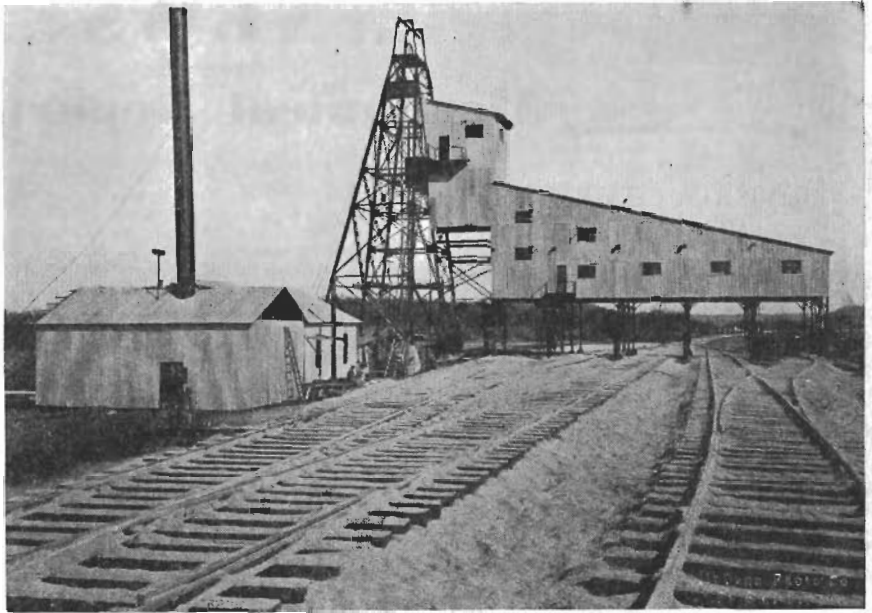
L. V. Drivers and Tom Wooldrige, machinists, spent Sunday fishing in Pomme de Terre. It is reported that they burned 20 gallons of gas, a pair of shoes was worn out by each of them and they paid out \$1.00 for medicine when they got back, just to catch a few minnows. This is the report of Tom Hassler.

## JOPLIN, MO.

ROGER C. FLETCHER, Reporter

Mr. Carey Grieb, air man at Ruth Yards, who had an emergency opera-

## New Mine Served by Frisco



The photograph above shows grounds and buildings near a new mine recently opened on Frisco tracks at Bonanza, Ark., operated as the Inter-State Coal Company. D. L. Pendergrass of Ft. Smith is president, and W. J. Pendergrass of Ft. Smith is vice-president. This mine has a capacity of loading twenty cars a day, and produces semi-anthracite smokeless coal, of excellent quality for domestic furnace use, producing practically no smoke and no ash.

tion for appendicitis, made a rapid recovery and returned to work on March 22, having been off the job 29 days.

Fred Zentner, engineer, formerly of Joplin, but now running out of Monett, was a visitor here on March 26th.

Business at the roundhouse has sure "picked up" for the month of April as four or five hydrostatic tests come due along with other things. Because of this sudden spurt the shop force has been increased temporarily. H. R. Jones, boilermaker, has been put on days to assist his brother, G. R. Jones, with the flood of boiler work. J. B. Slutter filled the night job of Mr. Jones. C. L. Padgett, machinist of Ft. Scott, has been put on days to help with the machinist's work. Messrs. Jones and Padgett went to work on the new schedule on April 9th.

Engine 1260, of Baxter, is in the shop for removal of jacket and lagging, and hydrostatic test.

## LOCAL No. 19-B—MEMPHIS, TENN.

ALVIS H. THOMAS, Reporter

Bro. Jim Warlick, second class machinist and one of our oldest employes in point of service at the Yale Shop, has recently been discharged from the hospital, but is yet confined to his home.

Let us concentrate our minds fully on our jobs during work hours, and by so doing it will enable us to work safely, and assist in keeping down any possible accidents.

Thomas and Mrs. Mary Bell recently made a five-day visit to Birmingham, their former home before coming to Memphis. Bell is night counter man of the store room, he and his wife have been residing here since his transfer from the Alabama Metropolis.

Roy Lampkin, fire builder, had to make a hurried trip to the bedside of

his aged mother who is said to be seriously ill, at this writing. Mrs. Lampkin, wife of Roy, is also confined to bed, having been sick for some time.

Jim Burton, third class machinist of the back shop is off on the sick list. Burton lives in Marion.

Our world renowned King Fish, Big Amos Johnson, is also ill at this writing. We wish all our sick members a speedy recovery.

There has been organized among some of our members an organization known as The Christian Workers and Boosters Club. They are doing good work, and have already made a name for themselves among the various churches of the city.

Should you go north, east, south or west,

The service the Frisco gives is the best.

## COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

Dave Spealman returned to his home April 13th, after a six weeks' sojourn at St. Margaret's Hospital. Dave is convalescing nicely and expects to be back on the job in a few weeks.

James Edwards and his family group bowling team won the City Minor League Championship in the season just closed.

Chas. Meise, dining car steward, is again running on the Kansas City-Florida Special, out of here, after several months spent on a run out of St. Louis.

Homer Roller is getting accustomed to working in the daylight again, after spending two weeks with the night force, while Curtis Kincaide was absent, due to an attack of flu.

James Edwards became a grandfather again when a little lady arrived at the home of Bill Edwards on April 12.

## SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

Mr. and Mrs. J. E. Foster and children are visiting relatives at Bolivar, Missouri.

Millard Sortore and family spent Easter Sunday in Tulsa with friends and relatives, and report a nice time.

Mrs. Frank Austin, of Long Beach, Calif., is visiting at the home of her parents, Mr. and Mrs. Lon Prophet on West Lynn Street.

Roy Twigger spent the week-end at Osceola, fishing, and reports a good catch.

## NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

The Frisco employees at the north roundhouse and shops extend their sympathy to the employees of the Katy at Sedalia, Mo., in their bereavement over the tragedy that occurred April 11. We bow our heads in sorrow at the passing of the splendid women who lost their lives while endeavoring to make their banquet a success. It is the sincere wish that the injured ones will all recover nicely and in a short time.

Ross Davis, electrician, has another medal added to his large, rapidly growing collection of winnings of his bird dogs, the latest one being a first prize award which was won by Essie Nugym, an eleven-months-old female, against a field of twenty-five under one-year-old puppies at Sedalia, Mo. Mr. Davis made the trip to Sedalia in his new Studebaker sedan, which he purchased during the past month.

Cornelius Thompson, laborer, died April 10. Mr. Thompson lost a long fight against the malady which finally claimed his life. "Sunnyland", as he was known to everyone, was an exceptionally likable fellow. He will long be remembered for his cheery manner and ready good nature. The roundhouse employees extend sympathy to the sorrowing mother and sister who survive him.

Loma Abbott, firebuilder, is mourning the passing of a sister, whose death occurred at Nebraska City, Nebraska, during the past month. Sympathy of the roundhouse employees is extended.

Mrs. George Whitworth also has the sympathy of everyone, in the loss of her father, which occurred at North English, Iowa, during the past month.

Richard Aldrige, lubricator and supplyman at the passenger station, is making repairs to his home at 1554 West Chestnut Street.

Orville Fite, machinist, recently purchased thirty-three acres of land in Webster County. This is an addition to ninety-seven acres which he already had, which makes a nice sized farm. Mr. Fite is not planning to take up farming as an occupation at present, however.

Ed. Bridwell, machinist at the passenger station, is also the new owner of a farm north of this city. We know nothing of Mr. Bridwell's plans at this time.

John Edwards, Elmer Dillon and John Fairley, machinists, who are cut off the roundhouse force, are at this time working in the maintenance of way department.

Ezra Wood, car man, has traded his property on East Thoman Street, for the property at 1223 North Fremont Avenue, which consists of a house and five lots.

Wm. Pinkerton suffered the loss of his grandfather during the past month, whose death occurred in Texas. The funeral of the aged relative was held in the First Christian Church of this city, where he was pastor for many years, having been a minister for sixty-seven years.

## MECHANICAL DEPARTMENT KANSAS CITY, MO.

WILLIAM A. BULLARD, Reporter

Harry Simpson is in the company hospital at St. Louis, at present, recovering from an operation. Several of the boys have heard from Harry recently and he states that he is getting along nicely and hopes to be out soon.

Carlos Davis is working on the third shift, while Harry Simpson is in the hospital.

Mrs. Poulos has returned home from the hospital where she recently underwent an operation. Harry states that she is getting along very nicely.

John Purtle and family were called to Weaubleau, Mo., recently, account of the death of Mr. Purtle's father.

The Northern division had the honor to win the Accident Prevention Contest for the first quarter. This is the first time the Northern division has held first place. The merit cup was sent to Kansas City and is now being proudly exhibited in the master mechanic's office. We are going to make an effort to keep this cup for at least one year. Everybody be careful.

Claude McCready is driving a brand-new Plymouth. It has knee action wheels and everything.

E. W. Brown, general foreman, was trying to make a deal to trade his winter overcoat for a straw hat. He drove his car to town and parked the car, leaving the coat inside and when he returned, someone had broken into his car and stolen his coat. They did not even leave an old last year's straw hat.

The shop employees were all grieved and shocked to hear of the sudden death of Night Foreman E. C. Carlson, on March 19. Mr. Carlson was stricken with apoplexy about 5:00 a. m. and died about an hour later. Mr. Carlson had worked for the company about 25 years and was liked and respected by everyone who knew him. There was a large attendance at his funeral and many floral offerings. Our sincere sympathy is extended to the family.

Assistant Night Foreman Joseph Hammons was appointed to fill the place of Mr. Carlson and Clarence Ehni, day machinist, was appointed assistant foreman in place of Mr. Hammons.

Phil Picard was assigned to the position of lead machinist in place of Mr. Ehni.

Frank Haungs has been ill at home for the past week. He hopes to be able to return in a few days, however.

Tony Barreca returned to work, after being absent for about two months with double pneumonia.

Walter Milligan was sent to Wichita for about a week's work, in place of a first-class man laying off. Walter completed his apprenticeship recently and this was his first job as a first-class boilermaker.

## KANSAS CITY RIP TRACK

LEE WARFORD, Reporter

Roy Watts, inspector at Rosedale, Kans., was taken ill at his home and was removed to the hospital.

H. L. Warford, of the Kansas city rip track, was married recently for the second time.

Guy Davis, general yardmaster, went fishing recently and claims that he caught the limit every day.

The Kansas City Blues, Kansas City's baseball team, played their first game the 17th of April. Several employees saw the first game.

R. C. Grimes and family made a trip to Thayer, Mo., to visit Mrs. Grimes' mother, who was ill. Grimes reports that she is feeling better now.

F. B. Scott, night lead man, recently bought a new radio, and it sure is a dandy.

## MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

FRANCIS N. JONES, Reporter

We regret very much to report the death of James L. Morton, piece work checker at Oklahoma City. Mr. Morton was severely burned when a gas explosion in his room trapped him, burning his face and body badly. He lived only nine hours after the explosion occurred. We extend our heartfelt sympathy to his bereaved family.

Mr. and Mrs. J. K. Kerce and children visited with relatives in Rush Springs early in April. Jake reports all the fried chicken he could eat and anticipates an early return.

Lewis Rue reports a successful fishing trip on the Washita River near Chickasha recently, and announced "one big fat catfish".

Mr. and Mrs. F. N. Jones were called to Denison, Texas, the latter part of March, account of the death of Mrs. Jones' aunt, Mrs. Geo. Waltz.

Dick Tackett, formerly employed at this point, but now residing in Anadarko, was a visitor here recently.

Leo Sellman, formerly employed at this point, is reported seriously ill in the St. Louis hospital. His many friends here wish him a speedy recovery.

H. O. Cummins is ill in the St. Louis hospital.

Manager W. P. Myers reports the Frisco Ball Club is rounding into shape and predicts a winning club.

## LOCAL No. 17-B—TULSA, OKLA.

ROBERT MORELAND, Reporter

The members of Local 17-B, who were present at the last regular meeting, were given a chance to acquaint themselves with the activities of several members. It was a most enjoyable surprise to learn that we have such talented members. A. C. Boone afforded a real treat and a surprise in presenting one of Dunbar's readings. It is hoped that in the future we shall have the pleasure of hearing from more of the members. John Parker and wife were called to Texas, on account of the illness of John's brother. We are glad to report that his condition has improved and that John is again on the job.


We had hoped that in this issue there would have been a favorable report of J. F. Yates. It is with much sorrow, though, that mention of his death must be made. His fight had been a long, hard one. We, the members of Local No. 17-B, extend our sympathy to his entire family.

Charley Calbert, cellar packer, whose leg was broken while servicing No. 10, is on the road to recovery. We wish him much speed and also extend our best wishes to him during his confinement. It is hoped that he will be able to be on the job again soon.

Alexander Wilson, "Shorty King", was off several weeks because of illness. His condition is much improved and we are glad to have him again on the job with us.

The members of Local 17-B are striving to treat those with whom they come in contact as persons and not things. One should make a great deal more of his power to praise the good, than of his power to see the bad. One should never let a brave and serious struggle after truth and goodness, however meek it may be, pass unrecognized. Do not be slow to show appreciation. Hearts are hungry for it.

DO YOU KNOW ANYONE  
INTERESTED IN USING THE  
FRISCO TO THE INT.  
PETROLEUM EXPOSITION  
AT TULSA?



# Frisko Family News

## EASTERN DIVISION

### MAINTENANCE OF WAY DEPT. TOWER GROVE, MO.

JACOB KREWSOON, Reporter

Wm. Kostedt passed away March 21st. Mr. Kostedt was one of our best crossing watchmen. He had cared for the Kirkwood crossing for 14 years and not a single accident occurred at this crossing during all these years. Mr. Rutledge and all the division will greatly miss his friendship and faithful service. He leaves a wife and 8 children, all married.

C. L. Tate spent Monday night, April 2, visiting friends at Sullivan, Mo.

Mr. and Mrs. Riley Salsman and son, Alfred, made an auto trip to Richland, Mo., April 14, to make a two-day visit.

### OFFICE OF SUPERINTENDENT TRANSPORTATION

EULA STRATTON, Reporter

April was a gay month for most of us, and while it did have a Friday the 13th in it, it was no jinx for us, for that was the day C. H. Baltzell introduced his guest, the famous Max Baer into the ways of running a railroad as well as to the charming young women who help to run that railroad.

Then, too, April the 17th was a big day for everybody. . . that was the day the Frisco Girls' Club presented "Gold in Them Thar Hills", and incidentally an orchid goes to every employee in this department for their splendid support and two orchids to Bertie Sutton, Mamie Bradley, Irene Schaller and Messrs. Bernard and Harold Ludwigs for their very capable performance in the play.

Another orchid goes to Raymond Moses, who has gained an enviable place in the Wally Stoeffler's Broadcasting Orchestra. Those of you who "listen in" know what I mean. . . that orchestra will make Broadway before long.

Also in April we had two gay noon-day luncheons: One was complimentary to Luna Wilder and those attending were Cuma Melton, Elizabeth Owen, Ruth Owen, Zeila Shawley, Irene Schaller, Irene Boren, Thelma Smith, Edith Widemeyer, Amy Cummings, Helen Hefflin, Lela Pride and Minnie Bowers.

The other affair was in honor of Muriel Iseminger and those enjoying the spread were: Mildred Truman, Bertha Sutherland, Natalie Mayer, Mary Dearing, Mary Prophet, Emma Granade, Elva Fulton, Neta Mooney, Lillian Brooks, Lena Solomon, Anna Helbig and Vera Melton; Mrs. Frank Hasler and Mr. Elmer Jarratt were special guests.

Theda Eyland and Lela Pride both enjoyed gay week-ends in Kansas City visiting relatives and friends, and Dorothy Lindquist, daughter of our Norman Lindquist, left for a gay vacation in California.

Little Jacqueline Anne Clayman also left April 4th for California, to live there, and that doesn't make it so good, especially for the Lyons Household. Grandpa Lyons says it's awful dreary without her, but that will give him a good excuse to take a trip to California.

We were honored with a visit from Bess Strench-Davis last week. Some of you will recall the fact that Bess was the first woman record clerk ever employed by the Frisco car accountant's office. Bess's life sounds like one of those interesting capsule romances: in 1903 she decided to take a gay vacation and with Anna and Rose Keifer, of this office, started on a tour of Europe. On the way over she met a handsome chap, Roland Davis, and they had a delightful crossing. The next June they were married and Bess went to live in that lovely old place of Morgantown, W. Va., where Mr. Davis was and is employed as a professor in the university there. It was good to see Mrs. Davis again and we know she must be one of the most popular faculty wives on the campus.

### MECHANICAL DEPARTMENT SPRINGFIELD, MO.

HAZEL CLARK, Reporter

Friends of Z. B. Claypool will be glad to know he is well on the road to recovery from the recent attack of pneumonia which he suffered.

August Prugger has made good his promise to let us know how he is enjoying his Mediterranean cruise and has written from Istanbul, Turkey (formerly Constantinople), Tripoli, and Rome, to the effect that he is thrilled with the sights and enjoying every minute of the trip. He has also sent a photograph of himself, mounted nonchalantly on a camel, taken at the Pyramids.

This department welcomes back to its ranks, Frank A. Beyer, in the capacity of traveling shop inspector. Mr. Beyer is well known on the Frisco, having served as roundhouse foreman at Monett for two years, in addition to service at other points on the road. He left the Frisco, April 1, 1929, to act as secretary and chief engineer of the Reynolds Mfg. Company of this city. In commenting on his return to service, Frank said that for generations members of his family have been railroaders and he could testify to the truth of the old axiom, "Once a railroader, always a railroader", and that he was more than glad to be back after an absence of five years.

We are also glad to have Miller H. Elliott back in the department. Mr. Elliott is employed in the drafting room.

Uncle Charlie Baltzell introduced quite a distinguished visitor the other day in the person of Max Baer, challenger for the heavyweight championship. After meeting Max Baer personally, it is easy to understand why he was called "Ladies' Man" in Hollywood. Quite a few feminine members of the Frisco family were thrilled by his smile and friendliness.

### LOCOMOTIVE DEPARTMENT MONETT, MO.

MARGUERITE FROSSARD, Reporter

J. E. Crossland, car man, and Mrs. Crossland departed on March 23 for Wickenburg, Arizona, upon receiving word of the serious illness of their son-in-law, General B. Stockton, formerly an employee of the car department at this terminal. They returned a few days ago, bringing Mr. Stockton with them, and we are sorry to learn his condition is unimproved.

Our heartfelt condolences are tendered to Carl R. Leming, car inspector, and family, who were bereaved of their six-year-old daughter, Wanda Lee, on April 4, after a short illness. The child first suffered an attack of measles, and later developed double pneumonia.

What on first sight appeared to be a serious accident occurred the early morning of April 15, with Lloyd Nimmo, locomotive inspector, enacting the leading role. In some manner, which has not been fully developed as yet, Lloyd plunged unexpectedly into the cinder pit, in face of an approaching engine, and it was first thought he had sustained an injury to his back. However, the report now reaches us from the hospital at Springfield that probably the worst result was some lacerations and bruises.

### FREIGHT OFFICE MONETT, MO.

PEARL E. LEWIS, Reporter

After an absence of some time I am pleased to renew my acquaintance with Frisco friends through the family news of our magazine.

The news-stand at the passenger station has been reopened by C. C. Gimble who is very ably looking after the needs of our traveling public and the stand adds much to the appearance of our station.

E. B. Spain, general yardmaster, and family are now domiciled in their new home recently purchased on Frisco Avenue. It is already reported that Mr. Spain is having a very bad influence on his neighbor, E. B. Strain, ticket cashier, in taking him trout fishing and getting him interested in a "fly rod".

And just while we are on the subject of fishing, and believe a few fish stories would be in order right at this time, considering it has been about a year since this opportunity has presented itself; Richard Mills, chief clerk, has won the title of "Champion Goggle Eye Catcher" for the past season, having 225 (believe it or not) to his credit for the entire season, and, of course, this required quite a few night trips to the river bank.

Ray Guinney, yard clerk, is becoming quite proficient in the art of "fly" making and it is quite interesting to see just how he transforms those old rooster feathers in such fancy alluring flies.



Monett High School Music Department, which is composed of a number of Frisco employees' sons and daughters, came home from a district contest at Nevada, Mo., bringing seven of the eight "loving cups" offered in the competition contests.

Wm. Duncan, section foreman at Monett, has the distinction of being a high-powered "business solicitor". Short time ago a lady from Rogers, Ark., on her way to Fort Riley, Kansas, stopped off in Monett to visit relatives; she was making the trip by bus and Mr. Duncan, being a wide-awake booster, got in touch with her and told of the advantages of traveling by rail. She was 25 years old and had never been on a railroad train. A ticket was purchased, routed Springfield to Kansas City—UP to destination. A letter received from her stated she would never ride a bus again where train service was available, that she had had a wonderful trip with splendid connections. Her sister, 18 years of age, who also has never had the pleasure of a journey by rail, has become so enthusiastic over her sister's experience she is planning a trip in the near future. Mr. Duncan is to be congratulated on securing this business.

A. M. Trimble, cashier, is busy with his spring gardening or rather we expect he is assisting Mrs. Trimble. Instead of devoting their entire space to onions, lettuce and potatoes, their lawn of two lots is a veritable flower garden, with blooming flowers from early spring until frost, and containing some very rare varieties. The rose garden contains one hundred and twenty bushes.

Charles W. Johnson, retired conductor, who had just passed his 80th birthday, passed away April 17th. Mr. Johnson had been in failing health for some months due to a fall, but was apparently feeling as well as usual the morning of his death and his passing was quite sudden. Funeral services and interment will be at Monett.

The strawberry season in the Ozarks will soon be in full swing, and from present indications the prospects are bright for a good yield. If you are fond of "strawberry short cake" just try making it with the "genuine Ozark brand", nuf sed.

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

DOROTHEA HYDE, Reporter

The Journal Box Servicing Corporation with headquarters at Indianapolis, Indiana, have installed in the North Shops a journal box packing reclaiming plant, which is to reclaim journal packing for the entire system.

E. A. Baron and E. A. Mayabb of this office entered the Missouri State Bowling Tournament with the Frisco Railway Meteor team, bowling at St. Louis April 14 and 15. The team failed to make any prize winning scores; however, they reported having a very enjoyable trip.

Talk about trouble, John Bass has been having plenty with his poultry lately, being forced to get up early in the morning to take them off the roost and go out at night and set them on because of their being so fat. One of the old hens jumped from the roost and crippled herself so badly John had to amputate her head and cremate her in the stove. After experiencing all this John got plenty disgusted so he just yanked the overweight ones up and sold them. Would like to suggest that John put his chickens on a very light diet.

# "I'm hard-boiled about Tobacco"



CHARLES BICKFORD . . . famous star of the screen

WHEN a friend of mine lent me my first pipeful of Union Leader, I had no idea it cost but 10¢ a tin. If I had known that . . . maybe I'd have been chary of it . . . for I'm pretty hard-boiled and fussy about tobacco.

That first pipeful won me . . .

and my pipe. We both fall pretty hard for good old Kentucky Burley . . . and I never tasted smoother Burley than Union Leader. I smoke it regularly, not alone because it's a big value, but because it's a grand smoke. (Good for cigarettes, too.)

© P. Lorillard Co., Inc.

## UNION LEADER

### THE GREAT AMERICAN SMOKE





The 21st day of March was a great day for Barbara Murray. A host of her friends in Mr. Hoehle's office gave her a birthday party. The most distinguished guest of all being Guy Knox, who came with a basket on his arm containing a big baked capon ready to serve. Judging by the eighty-two candles on the cake, we are glad Barbara had a happy birthday.

Jacque FitzJohn spent a pleasant week-end in Kansas City the 14th and 15th visiting Ruby Stevens, who was formerly employed in A. E. Hoehle's office.

Much sympathy is extended to the family of James L. Morton who passed away in Oklahoma City, April 13. Going to his room after work, Mr. Morton struck a match and the escaping gas exploded, resulting in his death. He was a cousin of Madge Morton of Mr. Sisson's office.

Funeral services were held at Ash Grove, April 17, for Mrs. Bell Vandiver Sisk, who died in Kansas City at the home of a daughter, Mrs. C. E. Mitchell. Mrs. Sisk was a former resident of Springfield and the mother of John Sisk, storekeeper at Ft. Scott.

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

PEARL A. FAIN, Reporter

Practically every Saturday and Sunday during March the Ozark people had rain, snow or sleet, and sometimes all three. About the middle of March we had heaviest snow of the season and in places it drifted waist deep. That morning it took L. H. McGuire until 9:30 to get to work. He had ploughed through one huge drift and the next one he hit a little harder, since it was the larger drift, but couldn't make it. He had to be dug out and pulled out by a neighbor farmer and his faithful team.

Loren Loveless got in a hurry to come to work one morning recently. After several hours' work he discovered he still had on his house slippers, but the feeling was so com-

Mrs. Clyde Graeber, of Tulsa, Okla., anticipating a visit from Mrs. A. T. Dell, of Minneapolis, Minn., wrote her to postpone her trip for two weeks, as she had seen an announcement that the Frisco was putting on some new air-conditioned lounge cars.

Mrs. Dell postponed her trip and made it after the new cars were installed and reports a most pleasant trip, Kansas City to Tulsa and return.  
It pays to advertise!

fortable he did not even change when he went home for lunch.

Sorry to hear that Mrs. W. P. Gustin had her collar bone broken one Sunday morning recently in an automobile accident. She was taking a taxi to church when the accident occurred. Mrs. Gustin is the mother of Charles Gustin who formerly worked in stores department. And Charles is the proud owner of a new Chevrolet.

Bob Price says "only a Democratic administration could transfer the soil of one state into another". On April 11th we had plenty of Kansas dust and sand in the air. In fact, if it got into your eye, it felt more like a boulder from the Yellowstone National Park.

Poor Cook has his hands full these days. If he isn't hoeing green onions, he is walking the floor with his baby.

Branch water is getting terribly warm on the farm of L. H. McGuire. The boys suggest that he drill for a well. It is also told on L. H. that he brings a lunch for a harvest hand, never less than five big ham sandwiches, half a cream pie and half a cake. In case you doubt our word, just take a look some noon hour at the "table he spreads".

But never doubt but that Sam Gaston likes to eat, too. Ask him for all detailed information concerning the big feed he attended at Ash Grove recently.

A. M. Click dressed up on "March 17th" to attend the Frisco Girls' Club play, "Gold in the Hills", only to be informed by his wife that the tickets said "April 17th". In the meantime he lost his tickets and then had a hard time getting ready for April 17th.

#### AUDITOR-REVENUES DEPT.

E. L. KOHRING, Reporter

The Frisco Men's Club dance, held April 7th at the Century Boat Club, was again a huge success.

We have Fred J. Knickmeyer on the sick list at the Frisco hospital at this time, and he has our sincere good wishes for a speedy recovery.

The Frisco Girls' and Men's Bowling Clubs held a mixed doubles at Rogers Recreation Alleys, on April 12th, with 40 participants in the games. The revenue accounting bowlers were among the first to take the prizes. Not so much money, but plenty of fun.

A lucky break for Andy Roach that he was "serving" on jury the first day of the baseball season. No wonder the Cardinals won.

Deepest sympathy to the family of Col. Arthur Stoehr, who passed away on April 18th after only a few days confinement in the Frisco hospital. However, Mr. Stoehr's health had been failing for the past year.

#### OVERCHARGE—CLAIM REVISING DEPARTMENT—ST. LOUIS, MO.

JOE KOEHLER and HAROLD DOERR,  
Reporters

The dance at the Century on the 7th proved to be the best attended of all, and those who went reported a splendid evening. If this affair continues in popularity, we'll soon have to use the new auditorium.

Since Chris Goebel has been wearing his derby and that new topcoat we wondered whatever became of Abe Kabibble in the funnies.

No news last month and did we hear about it! It shows that the magazine is being read.

Horace Clermont was all enthused when he was given the honor of being the first to try out the new Ediphone, "High Pockets" says he likes the little bell that warns him when to put in a comma or paragraph, or corrects his English. What's that, Scollay, you say it sounds like an alarm clock?

Andy Roach is moving up the ladder quite rapidly and has now transferred to the agents accounts. No wonder the big smile, ummm-huh.

Due to the transfer of the passenger department to the 13th floor, a merger is contemplated among the reporters—more dope in the next issue.

Herbie Hentscher is moving out on Magnolia somewhere nearby Dum-meyer's. Art, we hear, is memorizing that new song "Love Your Neighbor".

A new kind of fish story. Paul Brendel recently purchased a can of oysters and when leaving the street car realized that he left them on the seat. He immediately went to his garage and with his trusty Chevrolet chased the car to the end of the line and recovered said oysters. No, sir; they didn't get away on him.

Overheard here and there:  
H. W. (Hard Work) Doerr: "Let's see your tongue"; O. E. (One Error) Hiens: "Period, paragraph"; P. L. B.: "Oh, Mr. Nettleship? Yes, sir; yes, sir"; J. G. Schepflin: "You are a man of function"; J. F. L.: "The most component part".

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

W. S. WOOD, Reporter

Bob Holman, who is now working for the Union Pacific at Tulsa, dropped in to visit us for a few minutes on Easter Sunday.

W. L. Evans, general agent, Denver, attended the recent traffic meeting at Springfield. When he visits Springfield he always calls on each of the ticket-office boys to recall old times and chat for a while.

We are never able, it seems, to prepare these notes for the magazine without introducing Hank Munday. Hank has foot trouble again. He says that he has had a package of popular corn remedy for more than a month without showing any improvement. Maybe he carried it in the wrong pocket.

It is generally conceded that the banquet for D. L. (Uncle Dee) Forsythe was the best ever held for a retiring Frisco employe. We hope that his years of retirement will be as happy for Uncle Dee as his years of labor have been profitable for the Frisco.

#### PASSENGER TRAFFIC DEPT. ST. LOUIS, MO.

S. W. CHILTON, Reporter

H. C. James was somewhat injured Friday morning, April 13, when struck by an auto as he was crossing Kings-highway intent upon boarding a street car. Mr. James will probably be "skittish" of Friday the 13th in the future.

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### A BLUE POLKA DOT CAP

Attractive — comfortable — all washable — non-binding — lasting. Roomy. Gives your hair needed breathing space.

Do not accept imitations. Be sure the cap you buy is Ear Marked with the Kromer trade mark in the inside.

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45c Each, Postage Paid

**KROMER CAP CO.**

430 N. Water Street

Milwaukee, Wis.

K. V. Coerver has a nice promotion for about two weeks doing some statistical work in the baggage department which is required for the Federal Coordinator.

Miles Austin and C. B. Michelson have missed our last two Frisco dances, and we're wondering what the trouble is. If they don't believe they missed a good time just ask Ed Bernard and Killian Coerver, or to say nothing of Beatty and Coyle. Of course Lou Coffin had a good time.

Did O. K. Coyle wear a "soup and fish" to the Municipal Auditorium Dedication? That's the question which has our office force perplexed. Coyle had two tickets that were marked "dress circle" and of course Oliver wanted to go according to Coyle, or rather Hoyle, by wearing full dress.

Edward Bernard is planning on attending the Passenger Club's party at the Kit-Kat Club April 24.

Having sold his Ford coach, Delbert Fields is hoofing it again.

Any one interested in toting a piano to Valley Park see Tom Williamson. Tom has the piano but decided he wasn't enough of a Primo Carnera to handle it.

## SOUTHWESTERN DIVISION

### TRAFFIC DEPARTMENT TULSA, OKLA.

MARGERY A. O'BRIEN, Reporter

Tulsa again in list of recovering cities—for the fourth time in seven issues of *Forbes* Magazine, national publication, in 1934—Tulsa is listed among a select list of fifteen cities where business is showing the greatest strides of recovery. In listing Tulsa, *Forbes* Magazine quotes "Bank deposits have increased \$6,000,000 in two months, \$11,000,000 in four months."

The Frisco Railroad, too, is showing nice increases each month over the preceding month, both in freight and passenger business—business is on the mend in every direction.

Tulsa has just rounded out another week of popularity in closing out a very successful week connection with a "World's Fair" exposition sponsored by the Tulsa Daily World, there being many out-of-town people visiting same.

We were glad to have as our guest at the last ladies' luncheon, Mrs. Foley, of Afton, wife of roundhouse foreman at that station. We extended Mrs. Foley another invitation to be with us often as well as other members of the Afton Ladies' Auxiliary.

Glad to be able to report Mrs. Burd, wife of warehouse foreman at local freight house, is up and going again.

Mrs. R. W. Berry, wife of soliciting freight and passenger agent, is entertaining Mr. and Mrs. Walter H. Brummitt, of Oklahoma City. Mrs. Brummitt is Mrs. Berry's niece.

We were pleased to have a visit from Mr. Chas. Walpole of our Chicago office the other day.

Hope all you radio listeners tuned in on KVOO this morning and heard our little Frisco radio star, Jean Connelly—you will recall Jean's picture was in last month's issue of the *Employees* Magazine.

### OFFICE OF TERMINAL TRAINMASTER WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

It was with regret that we learned of the death of Dan Ellington, crossing watchman, who passed away at his home in Tulsa, March 12th.

A. L. Mallory, engineer, has returned from Pittsburg, Kans., where he was called account illness and death of his invalid mother. Our sympathy is extended to Mr. Mallory.

W. E. Eagan, general yardmaster, has returned to duty after spending a two weeks vacation, part of which he spent in Fort Smith, Arkansas, visiting his sister and family. He was relieved by H. J. Dalley during his absence.

E. C. Duckworth, fireman, who has been ill in St. Louis hospital, has returned home.

Among our news items last month, which were received too late to be published, was notice of appointment of W. N. Caffey as terminal trainmaster, Tulsa. We welcome Mr. and Mrs. Caffey to Tulsa.

This office recently enjoyed a visit from Mr. J. W. Morrill (Uncle Billy), who was retired after fifty-one years of service with the Frisco. He spent many years in accident prevention work and is still considered as a member of that organization. We hope Uncle Billy will spend many more years helping us cross crossings cautiously.

### TRAFFIC MANAGER'S OFFICE OKLAHOMA CITY, OKLA.

LUCILLE BATTERN, Reporter

In these strange changes of season, almost summer one day and near freezing the next, we were fortunate in having a perfectly beautiful Easter Sunday befitting the best of Easter fineries.

For the first time since last October we have our office force back in full shape. Mr. Hinsey, who was in the St. Louis hospital for three or four months is back on the job traveling his territory, and feeling fine. Clem Wolfe, who was off for two or three weeks is also back on his job, so we are all set again.

We hear Bob Hopkins shocked a lady customer in a drug store a few weeks ago by giving "Gee-Gee", Mrs. H's little Pekinese pup, some cheese and beer, however, Bob says this is a nightly habit of "Gee-Gee's".

Retired Conductor Whalen was in the office this month securing passes for a trip to various points in the East. Many of you will remember that Mr. Whalen was on duty on the Meteor two or three year ago when there was a fine bouncing baby boy born to one of the passengers enroute from St. Louis to Oklahoma City, which they named Frisco Whalen. Conductor Whalen has kept in touch with this boy, who is now quite a youngster.

We know it must be spring, even though at times it seems almost winter, the annual exhibition game between the Chicago White Sox and the Pittsburgh Pirates opened the 1934 baseball season. We handled these two baseball clubs, consisting of 75 people in special train, Oklahoma City to Tulsa, April 11th. Mr. Charles Walpole, passenger agent of Chicago accompanied this party from Oklahoma City.

We handled the Eva Le Gallienne Theatrical Company, consisting of 40 people, April 11th, Oklahoma City to Tulsa on No. 4, returning from Tulsa in special service.

On April 4th, high water did considerable damage to our tracks south of Clinton, washing out a bridge and tying up all trains in that vicinity. Temporary repairs were made April 5th.

## "EVEN HIS WORST FRIENDS TOLD HIM!"



THEY SURE DID—when they recovered! But recovering from the K.O. of that sullen, soupy pipe was harder than holing a golf ball from a sand trap!

A pipe-cleaner, an orange-and-black tin of Sir Walter Raleigh—and how his circle of admirers will widen! This happy mixture of fine Kentucky Burleys has the body that men want, with a calm fragrance that raises you in the estimation of your friends . . . and yourself. Try it. You'll like it.

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It's 15¢—AND IT'S MILDER

# LAVA SOAP helps Steve Holt to PERFECT SAFETY RECORD

**Lava gets grime fast . . . kills germs helps prevent infections**

## A LAVA SOAP MOVIE WITH REAL PEOPLE

Actors: E. N. Kennon, Foreman, Radnor Shops, L&N R. R.  
Stephen Holt, Boilermaker Foreman, Radnor Shops, L&N R. R.



When you put Lava Soap to work on a pair of grimy hands, you're going to be another dyed-in-the-wool Lava fan. You, too, will cheer when you see how Lava gets even ground-in grease in less than a minute.

In case you wonder how any soap can be so tough on dirt and yet so gentle to your skin, here's how Lava works. First, its thick, creamy lather gets the surface dirt. Then its fine, powdery pumice gets the ground-in dirt. Glycerine—used in most expensive hand lotions—and other soothing oils in Lava protect the skin and help heal up little nicks and scratches.

And Lava kills germs. Tests show that against most common bacteria

Lava is 5 to 10 times as effective as carbolic acid.

You might think that this amazing soap would be pretty expensive. As a matter of fact Lava costs not a penny more than ordinary toilet soaps—yet lasts 3 times as long. Get Lava today.

**TAKES THE DIRT . . . PROTECTS THE SKIN**



## RIVER DIVISION

### HAYTI, MO.

JIM APPLING, Reporter

Engineer Welker has been using his spare time building a boat for the fishing season.

Engineer Jack Teaster and friends of Hayti were on Wolf Bayou last week and they all report some fine fishing.

Otis Powell has returned from the hospital where he has been confined for some time. Mr. Powell is now recuperating and regaining his health.

Engineer Myers returned from hospital last week feeling much better. Jim is a great hunter and fisherman as well as an engineer, and he has some mighty fine pointer pups which he is mighty proud of and is showing them off to his many friends.

Miss Ora Kelly, daughter of Brake-man V. R. Kelly, who has been attending Central College at Fayette, Missouri, spent Easter with her parents.

First trick Operator C. A. Job and wife spent Easter Sunday with friends and relatives at Chaffee. He was relieved by Operator Wimberly.

The Frisco Band boys are making big preparations to be present at the Memphis Cotton Carnival, May 16-17-18 and 19, at which time they will demonstrate their stuff. . . . Come down and hear them play. The Frisco Band boys have the backing of the Hayti Frisco Club.

### CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

After being away from the office for thirteen weeks, I can truthfully say I'm glad to be back. Surely am glad people have only one appendix to lose.

Mrs. J. S. McMillan, wife of Superintendent J. S. McMillan, has fully recovered from a recent operation and is again able to be out.

J. T. Pearson, section foreman, is confined to the Frisco Hospital in St. Louis. However, we understand he is getting along nicely and will soon be able to return home.

Mr. and Mrs. John Gravoldi and daughter Joe Ellen, of Herrin, Ill., have been the house guests of Mrs. Gravoldi's parents, Conductor and Mrs. Harry Rogers.

Our sympathy is extended to the family of Agent W. T. Malone, of Sikeston, Mo. Mr. Malone passed away at the Frisco Hospital in St. Louis on April 12th. He was returning from a meeting in Springfield when he became ill and died within a few hours.

Ben Fowler, car foreman, who has been receiving treatment in the Frisco Hospital in St. Louis, has returned home, and his health is much improved.

### POCAHONTAS, ARK.

F. M. CARLOCK, Reporter

Due to recent heavy rainfall Black River and Current River have been out of banks, flooding the lowlands in this territory. Some trouble was experienced by Pittsburgh Des Moines Steel Co., contractors who are constructing large highway bridge across Black River here, account of work at this particular time, making it necessary to maintain temporary trestle work across the river, which the high water threatened to destroy.

Section Foreman R. M. Edwards sustained a painful injury recently when a tie fell on his foot. No time was lost, however, and injury is healing nicely.



We are glad to report another month of good business, our earnings show an increase almost doubling that of last year. We have some new business coming our way in the form of a large movement of light barrel staves being shipped to Louisville, Ky., for finishing. Five carloads moved this date. Another source of new business is cypress piling, a large quantity of which is now being stored on yards for later shipment by rail.

We extend our deepest sympathy to the bereaved families of Mrs. Frank Morgan, wife of dispatcher at Chaffee, T. C. Clayton, agent, Campbell, and W. T. Malone, agent, Sikeston, who have passed away since our last writing.

G. B. Homan, who was agent at Biggers, was recently displaced by Calvin Powell who had previously been displaced at Lake City.

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

ELIZABETH GRIESHABER, Reporter

Those of the Chaffee office who had occasion to talk with Cape Girardeau freight office over the composite phone the morning of April 9th were mighty glad to again hear the cheery voice of Inez Lail, after an absence of more than two months account illness.

This office regrets to report the death of two River division agents this month. T. C. Clayton, agent at Campbell, Mo., passed away at the Poplar Bluff hospital April 9th after an illness of several weeks. Mr. Clayton had been in service of the Frisco as agent at Campbell since January 19, 1914.

W. T. Malone, agent-yardmaster at Sikeston, passed away at the Frisco hospital, St. Louis, April 12th. Mr. Malone, while attending a meeting at Springfield, had a slight heart attack and decided to stop at the St. Louis hospital on his return home for medical attention, where he passed away rather

suddenly. Mr. Malone entered the service of the Frisco January 1, 1903, as agent at Morley, Mo., and had been agent at Sikeston since 1909. Quite a number of the Chaffee employees attended the funeral at Sikeston, Sunday, April 15th, a special train having been run from Chaffee to Sikeston and return to accommodate them. Our sympathy is extended both of these families.

"Johnny" Johnson has been displaced as second trick operator in the telegraph office at Chaffee by H. R. Barks and is now spending most of his time riding trains account protecting extra board.

"Tillie" Friend, of Kansas City, spent the Easter holidays visiting her parents at Oran, and sister, Mrs. John Metz, at Chaffee.

Anna Golden, of St. Louis, visited Mr. and Mrs. Dean Underwood, and Dr. and Mrs. Cordrey at Chaffee recently.

Alvin Klages, cashier at Chaffee, is sporting a new Oldsmobile these days.

E. F. Washburn, crossing flagman at Gravois road crossing, was struck and instantly killed by an autoist while on duty midnight of April 12th. Mr. Washburn was formerly section foreman at Marston, Mo.

**WORK UP SOME  
PARTIES TO THE CHICAGO  
WORLD'S FAIR**

**FRISCO OFFICIAL  
AMBULANCE**  
PHONE 742 PHONE  
**ALMA**  
LOHMEYER FUNERAL HOME  
Springfield, Mo.

**NORTHERN DIVISION**

**OFFICE OF SUPERINTENDENT  
FORT SCOTT, KANS.**

BLANCHE BICKNELL, Reporter

W. O. Jones, former helper at Baxter, has moved his family to Memphis, Tenn. Mr. Jones was recently retired account age limit.

Account no bids received from employees coming under clerks' agreement, Fred Sweep was assigned to position of helper at Parsons, Kans.

Stanley McQuitty has returned to his regular position of clerk at Pittsburg, Kansas. For the past several months Mr. McQuitty has been working on temporary ventilation clerk position at Fort Scott. Mr. Earl Hamm who has been working at Pittsburg temporarily has returned to position of miscellaneous clerk Joplin.

H. M. Ferguson relieved L. J. Timberlake one night at the freight office, account Mr. Timberlake working as yard clerk in place of Herman Clark. Marvin Darling worked one day this month as yardmaster, Mr. Wood, regular yardmaster, being off account sickness.

Ray Rienbolt has been assigned to position of helper at Severy, Kans. H. M. Ferguson is working as helper temporarily at Lamar, pending bulletin assignment.

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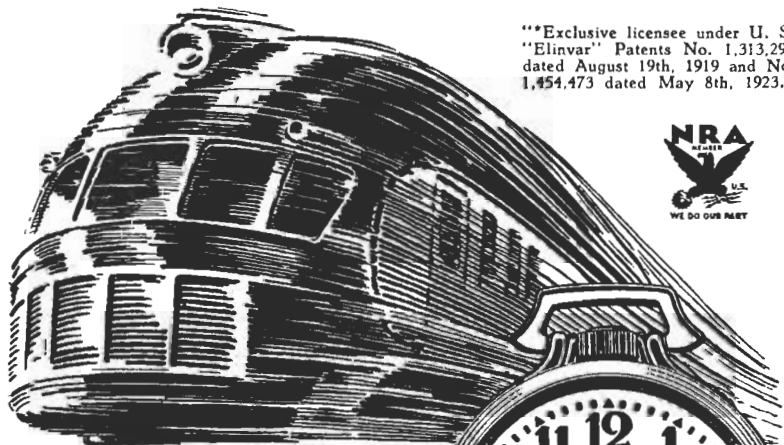
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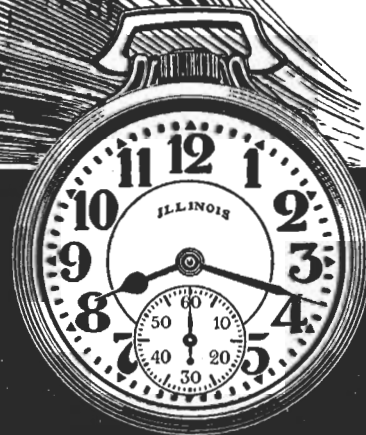
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**ILLINOIS**  
**BUNN 60 HOUR SPECIAL**  
**ELINVAR WATCHES**



**A GREAT AMERICAN WATCH SINCE 1870**

Conductor H. H. Garner is spending several days in Toronto, Canada, as delegate for the O. R. C. convention.

Miss Helen Roberts and Mr. W. Gordon Wright, of Winters, Texas, were married at 10 o'clock, Sunday morning, April 8, at the home of the bride's parents. Mr. and Mrs. Wright will be at home in Haskell, Texas, where Mr. Wright is in the petroleum marketing business. Mrs. Wright is a former Frisco employee, having worked for 2½ years, entering the service as stenographer in the division accountant's office at Fort Scott, and later transferred to Springfield. She also worked a few weeks as typist in the St. Louis office.

## TELEGRAPH DEPARTMENT FT. SCOTT, KANS.

ALICE HOGAN, Reporter

Hillsdale station was reopened as a telegraph station March 19th. The former agent, Mr. G. Poulson, went back to Hillsdale as agent.

Mrs. W. I. Kipp, wife of our first trick dispatcher, is improving from an illness.

Mr. and Mrs. R. H. Hubbard returned March 22nd from Decatur, Ill., where they spent a week with their son and his wife.

M. W. Sullivan, second trick dispatcher, was off duty March 30th and 31st, when he and Mrs. Sullivan visited in Topeka. J. F. Lee came up from Miami, Okla., and worked in the dispatcher's office. The Lees spent Easter here with relatives.

## OFFICE OF GENERAL AGENT KANSAS CITY, MO.

MARK CASSIDY, Reporter

The bill clerks got together the night of March 22 and staged a stag party at Lacy's. Bill Walsh and Mack Fink attended, and Bill showed great gustatorial capacity by eating all the shrimp.

Prosperity Note—Fenton Benson and Mabel Lunquist were married Saturday, March 24. Mabel was formerly employed in this office as comptometer operator and typist. Benson has received so much advice, both good and bad, that if he uses it, he will be celebrating his golden wedding before it is all gone.

Benson received a rousing reception at the office the following Monday morning, but Al Westerman complained and wanted to know, "Who got married? Me or Benson?" Most of the rice intended for Benson landed on Al.

All jokes aside, the whole office wishes the newlyweds all the good luck they need, and all the joys they deserve.

And another Prosperity Note—Craig Lacy, tiring of the old Chevrolet, has discarded it, and blossomed forth in a new Plymouth. (That salesman certainly is a persistent fellow, isn't he, Lacy?)

Herm Wilson says I write too much about him, but generally he is good copy. Herm, being caught in an economy wave, decided to grease and oil his car. Next day Herm showed up at the office all doubled up and bent over like the "before" picture in a patent medicine ad. In spite of the snickers in the office, the lame back straightened out in a couple of days, and Herm had the last laugh, after all.

Lacy inspected the Kansas City jail the morning of April 5. He received a special invitation from a traffic cop, which he could not refuse to accept. Upon proving to the skeptical cops the license plates on the car he was driving were OK, he was released, and sent on his way rejoicing.

Herm Wilson and Elmer Lindeman attended a play in which Chet Combs was starring. They went chiefly to razz, but stayed to praise and applaud. They admitted later that the play, and Chet, were pretty good.



# OFFICE SUPERINTENDENT TERMINALS KANSAS CITY, MO.

TOM KEHOE, Reporter

We want to extend sincere sympathy to the family of James R. Canada, engineer, who passed away March 19, at Research Hospital, after a lingering illness. After his long service with the Frisco, he will be sadly missed by his many friends and associates.

George Kirk, retired conductor, paid us a visit on April 12. He told us he had just arrived from Boone, Ia., the old homestead, where he had been visiting the past seven months. We were glad to see him in the best of spirits and looking fine.

Mrs. J. P. Goforth, wife of assistant yardmaster, and Mrs. H. W. Douglas, wife of switchman, spent the week of April 7th visiting in Osawatomie, Kans.

Miss Lola Brown, daughter of Jesse F. Brown, switchman, spent a pleasant week-end, March 15 and 16, in Fort Scott, Kans.

Elmer Carlson, night roundhouse foreman, was taken seriously ill while on duty at 5:00 a. m., March 19th, and died at St. Mary's Hospital two hours later. Mr. Carlson was well liked by all of his associates and his absence will be felt very much. May we also extend our deepest sympathy to his family.

J. A. Ryan, switchman, reported in the March issue of the magazine as

being seriously ill in St. Louis hospital, returned to his home, March 25th, where he is still convalescing. However, we hope to see him completely recovered and back on the job real soon.

G. A. Davis, general yardmaster, and his father-in-law, C. R. Cooper, returned March 26, from a two-day fishing trip at the Lake of the Ozarks. As concrete proof of his ability as a fisherman, his picture was in the Sunday issue of the Kansas City Star, showing the string of fish he caught, which included Jack Salmon, bass and crappie, 30 fish in all. It is quite probable that in the future, fish stories Mr. Davis tells will be believed as authentic tales.

## WICHITA, KANSAS

LOTA L. WILLIAMS, Reporter

Methinks that not a few Sunday fishing trips were postponed because of the cold, cloudy weather. Frank W. Archer, chief clerk, planned to open the season with a big catch, but caught only one fish and nearly froze to death doing that. Some of the roundhouse employees tried fishing a little early—Eugene Freeze, Albert Teal and Paul Bartlett, roundhouse employees, going to Yebra, Missouri, on the Lake of the Ozarks, but failed to catch any fish and got caught in a terrific snow storm on their return trip.

Rody Tierney, machinist, and Mrs. Tierney visited Mr. Tierney's brother at Catalina Island, California, in March, where they enjoyed the warm climate very much and the many sight-seeing trips, but were a bit disappointed in not experiencing any "quakes".

Glad to report that E. C. Hadler, boilermaker, is recovering from recent illness and expects to be back on the job before long.

C. E. Armstrong, roadmaster, is quite ill at his home and as soon as he is able will be taken to the Frisco hospital in St. Louis. J. C. Knowles is acting roadmaster.

Sympathy of friends and employees here is extended Ray B. Tanquary, agent, Wichita Heights, and Mrs. Tanquary, who mourn the death of their daughter, Helen Maurine, wife of Vernon T. Hiller, who died in a local hospital on March 25.

Along came a few warm days and the lure of fishing streams in the Ozarks was irresistible—Andy Habertier, retired warehouse man, left last

## Easy to See Why Millions Have Switched to LEE JELT DENIM OVERALLS!



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WITH all these features and 22 more, no wonder millions have switched to Lee Overalls. Only Lee's are made of genuine JELT DENIM with tighter weave that means greater freedom from snags, rips and tears—record low shrinkage—MONTHS LONGER WEAR. So buy Lees next time and see how much they save.

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# Lee OVERALLS

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Minneapolis, Minn.  
Trenton, N. J.  
San Francisco, Cal.  
South Bend, Ind.  
Selma, Kansas  
Kansas City, Mo.

week for Lawrence, Kansas, for a few days visit. He plans to stop over at Monett and Springfield on his return trip for a little fishing on the White River. Mr. Habertier is justly proud of his fine tulips and contends he has the finest garden in town, which is ready for cultivation before most gardens are planted.

Our office is quite cheery today with a sprig of cherry blossoms—Ed Immele, soliciting freight agent, sacrificing a cherry pie to provide the blossoms.

The roundhouse employees are very proud of some improvements they have made and the following was contributed by E. W. Weyl, chairman local No. 16, F. A. of M. C. & C. D. E.: "Well, folks, it is about time we were letting you know what has been going on in the way of improvements at the

## FIRST NATIONAL BANK in Wichita WICHITA, KANSAS

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## STILL MAKING GOOD TIME DESPITE THE EXCESS BAGGAGE



Frisco roundhouse through the ingenuity and master mind of B. G. Morgan, one of the most efficient foremen on the Frisco. Our roundhouse has been transformed to a most up to date edifice. The outside resembles just any of the many roundhouses, but when one gets a peek inside what a difference! Instead of the old style wooden benches, lockers, wrench racks and various other unsightly fire hazards, which at one time seemed to be a necessary part of the roundhouse equipment, have all been replaced by modern equipment. One sees a clean, well ventilated interior with spacious iron work benches around each roof support beam, which are at the front and between each stall. These benches were made from old waste material and are equipped with a No. 1 steel vice, and at the end of the benches are large spacious drawers, kept in orderly condition for service. Electric lights are conveniently placed, with plugs and extension cords and spot lights to turn the darkest corner into light. The inside walls are whitewashed at close intervals which contributes much to the well-lighted condition.

Just south of and adjoining the roundhouse is a very modern equipped tool room, with benches, racks and drawers which can be locked, a place arranged for each and everything necessary in maintaining a regular roundhouse. Mr. Morgan insists that any tools used during working hours must be returned to the tool room and to their proper places after each shift. At the left on entering the tool room is about the handiest thing I can think of in the way of a rack for "buggy-bars", chisel bars and all other bars. It is a rotary circular bench which revolves at the slightest touch and will hold about thirty bars. In fact, this tool room, with its many conveniences, has increased the efficiency of each employe 100%, Mr. Morgan having in mind that the more convenient a place is to work in the more contented will be the workers

and naturally the more work will be accomplished and in a more efficient manner. The stationary boiler room, machine shop, oil house and boiler shop have been improved 100%. Fire hazards have been practically eliminated, causes for accidents have been greatly reduced. I could go on and on eulogizing on the vast difference of our present roundhouse and that of yesterday, but time and space will not permit. So with congratulations to Mr. Morgan on the results of his earnest efforts to make this a better place to work in to the interest of the Frisco, we invite you to "come up and see us sometime."

The Frisco will operate special train leaving Wichita about 7:30 a. m., May 4, with about 200 or 250 members of the band and patrol of the Wichita Midian Shrine who will attend the Silver Anniversary celebration of Mirza Temple at Pittsburg, Kansas. They will return via special service the same day. E. N. Walker, retired Frisco engineer, and C. S. Underwood, division freight agent, who are both Shrine members, plan to accompany the special to Pittsburg. They have asked that conductors who are members of the Shrine be assigned this trip.

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

GLADYS ROTH, Reporter

B. & B. Carpenter T. R. Hair, in Foreman Jones' gang was off few days first part of April account sickness. Glad to report he is now back to work. B. & B. Carpenter H. W. Kahmann, in Foreman Jones' gang, was off few days recently account illness.

Roadmaster C. E. Armstrong, headquarters at Beaumont, entered the St. Louis hospital April 11th account pneumonia.

Clarence E. Evans was assigned to position of section foreman on C-31 at Ash Grove, Mo.

Lee Berry has been assigned to position of section foreman on F-6, at Carl Junction, which vacancy occurred account C. McReynolds having bid in section at Pittsburg.

Account abandonment of Stanley Branch, section C-7½, headquarters at Paola, was abolished April 1st and the remaining territory on this section absorbed by sections C-6 and C-7.

Section Foreman Floyd Temple, who was holding temporary foreman's position at Columbus, was permanently assigned to foreman position on section C-25 at Lamar, Mo.

Geo. Abbiatti has been assigned to pumper's position at Lockwood, Mo., and has moved to that city from Arcadia, Kansas.

Glen Denniston has been assigned to position of B. & B. carpenter in Foreman Searcy's B. & B gang.

A. Vaught has been assigned to position of extra gang foreman, extra gang No. 188, now laying rail and surfacing near Leon, Kansas.

J. Pickerill, who was foreman on section at Altamont, has taken position of foreman on section J-6 at Carl Junction.

Robt. D. Rhyne has been permanently assigned to position of foreman on section M-9 at Strauss, Kansas.

### TRAFFIC DEPARTMENT KANSAS CITY, MO.

ROY E. MARING, Reporter

Easter bonnets, April showers and spring all have flashed across the horizon, and finds us in a receptive mood to enjoy. (You see we have taken our sulphur and molasses.) Solicitor Sachen still thinks he can play ball, but we note he was left off

the squad at the usual spring training call.

A substantial increase in traffic was enjoyed through this point in March over a year ago. The New Fords should be finding a ready market as evidenced by the volume of traffic from their Kansas City plant located on the Frisco. The greater part moves Frisco.

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HOTEL — 500 ROOMS  
SINGLE 12 to 14 DOUBLE 13 to 15  
SUITES 18 to 15  
H. J. STEED Manager  
**KANSAS CITY**

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The most outstanding offer ever made. We actually send you your choice of a genuine Certified, Perfect Blue White Diamond for 30 days' inspection in your own home WITHOUT A PENNY DOWN — or C.O.D. to PAY! Be the envy of your friends. Wear a beautiful diamond in one of the newest white or yellow gold mountings for either ladies or gentlemen. Take a Year to Pay—Your Credit is good with Helburg. Write today for special bargain bulletins and free trial offer—a postcard will do.

**DIAMOND SHOP**  
Dept. 2901 Kansas City, Mo.

Enjoyed several nice passenger movements during the past month, including several hundred C. C. C. boys returning home from Southern Missouri Camps. Handled extra sleeper from and to Memphis with Goodyear Tire & Rubber Co. representatives, another from and to Tulsa with Metropolitan Life Insurance salesmen, and a third from Memphis, en route Los Angeles occupied by motion picture owners.

The hockey season is over, and it must be with pardonable pride that Passenger and Ticket Agent Werner reviews his accomplishments in securing all movements except one made into our territory by the Kansas City Hockey Club. This club made six trips over the Frisco between Kansas City, Tulsa and Oklahoma City, revenue of approximately \$1,000.00 accruing to the Frisco. Might mention for benefit of those across the state that the Kansas City Club defeated St. Louis three straight games in the final play-off for

the Association title.

The season's Golfing Marathon was officially opened last week-end by Messrs. Newman, Young & Co., of this office. We won't mention scores at this time as it might prove embarrassing to the boys, particularly General Agent Newman on that second nine.

Distinguished passengers using our Kansas City Florida Special during past month includes Mrs. Harvey Firestone, Sr., wife of the tire manufacturer, who was enroute from Florida to California.

We were treated to a view of "Tomorrow's Train Today" in the new Union Pacific Streamlined train which was on exhibition here April 11th and 12th. More than a million persons have passed through train to date, which should be quite encouraging to the sponsors of the new era in transportation.

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

LEOTA FRIEND, Reporter

Hear Ye! Hear Ye! We've news that really is NEWS: The Mechanical Department, Northern division, are winners of the Accident Prevention Merit Cup for the first quarter of 1934. "A thing of beauty is a joy forever"—the Merit Cup is a beauty and it certainly brought JOY to the Northern division employees. The supervision is to be commended for their untiring efforts in the direction of Accident Prevention. Now that we've the cup in our possession, our greatest ambition is to retain it for the remainder of 1934 at least.

On April 11 the Union Pacific's new streamline train drove into town and was on exhibition at Union Station for two days. It was looked over, inside and out, by thousands of people, who, no doubt, developed a large yen to go riding in it.

Speaking of baseball, the Kansas City Blues showed their paces for the first time on Muehlebach Field, when they faced St. Paul in the season opener. The call of the umpire to "Play Ball" was sounded at 3:30 p. m. Tuesday, April 17—the weather was ideal. It seems, however, that the immediate members of our office force had frequently taken advantage of the opportunity to become a mourner of his grandmother in years gone by and, therefore, was not entitled to the same privilege this year.

It is with regret that we announce the passing of Night Roundhouse Foreman Elmer H. Carlson. Mr. Carlson was on duty the night of the 18th, became suddenly ill the morning of the 19th and died within a few hours. He is survived by a wife and one son, Everette, who is serving his apprenticeship in the Kansas City Shops. Mrs. Carlson was considered a very efficient foreman; he was held in high esteem by all who knew him; his record for friendship and loyalty is one to be envied.

Plans are under way for the American Royal Live Stock Show, which will be held in Kansas City this year from October 20 to 27. The various railroads are offering educational prizes to the junior farmers, which will enable them to attend the stock show. The Frisco is offering a liberal number of prizes to the vocational students and 4-H club members of Missouri, Kansas, Oklahoma and Arkansas.

On arrival at the office one morning, recently, we were greeted with the announcement: "There's a new gal in town". Upon inquiring, we found Virginia Shirley had arrived at the home of our timekeeper, Bill Edwards, on April 12. Bill says she's quite OK, and he's decided to keep her. This is the second daughter and fourth child, and we are all terribly anxious to give the little lady the once-over.

J. M. Begley, at one time shop clerk in this department, but now connected with

# KENTUCKY SHOPS GIVE EDGEWORTH A BIG MAJORITY

## Vote on Many Brands of Tobacco Reveals Favorite

Edgeworth, already known as "the railroad man's smoke" because of its popularity in railroad shops and terminals everywhere, again won by a big majority in a pipe tobacco popularity contest in the Kentucky shops of one of the big roads.

In this Kentucky vote, Edgeworth was named the favorite by nearly 70% of the men who smoke pipes.

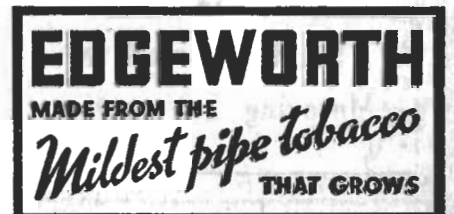
This is another victory for the one tobacco with that rare combination of mildness and flavor. Edgeworth is a blend of only the tenderest leaves of the Burley plant. Tobacconists say these leaves have the choicest flavor, and that in them is found the "mildest pipe tobacco that grows."



Railroad men again name Edgeworth's favorite smoke

Day in and day out, a pipe tobacco with that choice tobacco flavor is the one that gives real satisfaction. Edgeworth has it—and is always mild.

Try Edgeworth next time. Ask for Edgeworth Ready-Rubbed, or Edgeworth in Slice form. All dealers sell it. It comes in all sizes from 15¢ pocket package to pound humidior tin. Several sizes come in vacuum tins. In these airtight tins the tobacco retains its original flavor and quality indefinitely in any climate. Edgeworth is made and guaranteed by Larus & Bro. Co., Tobacconists since 1877, Richmond, Va.



Again this year, during the week in which Memorial Day occurs, the Veterans of Foreign Wars will conduct throughout the country their annual sale of Buddy Poppies, made by disabled and needy ex-service men.

More than fifteen years have elapsed since the Armistice. For most of us the war is only a memory. But the millions of Buddy Poppies that bloom on Memorial Day are a reminder that there are those, less fortunate, for whom the war and its suffering is not yet over. Each flower calls up a picture of a government hospital where our country's veterans are engaged, day after day, in making the millions of scarlet emblems which will be in readiness for the annual sale.

The entire proceeds of the sale are devoted to relief work. This year that need is urgent, due to the unemployment conditions, when the ranks of those without work include so many whose war experiences left them handicapped for self support; so many, too, who, after years of effort, find that ill health forces them to ask for help.

The sale is significant also to the helpless widows and orphans of the heroic departed, through the allotment of a portion of its proceeds to the funds for the maintenance of the Veterans of Foreign Wars National Home for Widows and Orphans of Ex-Service Men at Eaton Rapids, Michigan.

The message of each Buddy Poppy is simply "Remember".

an insurance company in Kansas City, was in to see us for a short visit the other day.

Clean-Up days in Kansas City are designated as April 23 to May 1, but we were just a little previous down at the shop and did a bit of repairing, painting and remodeling, which has improved the appearance of our premises.

## TEXAS LINES

### MECHANICAL AND STORES DEPT. FT. WORTH, TEX.

E. A. PADGETT, Reporter

Sam Ware, truckman, has been off about three weeks, on account of a severe injury to a finger, sustained in an accident.

I. L. Fooshee, son of J. H. (Slim) Fooshee, car carpenter, and employed in the stores department at this point several years ago, has been transferred from the Port Arthur plant to the Cincinnati refinery of the Gulf Refinery Company, as assistant chief engineer. Congratulations to another one of our boys who has made good.

We are glad to have R. W. (Bob) Courtney, electrician, back with us again after three weeks in Harris Hospital, due to a relapse from a tonsil operation. His place was very ably filled by P. L. Stenger, the smiling boy from Sherman, and everyone knows Pat is a good guy to have around.

Miss Sybil Ferguson, daughter of J. R. Ferguson, engine inspector, came up from Belton, Texas, where she is teaching in the high school, to spend

the Easter holidays with her parents.

W. W. Joyce, brother of Geo. W. Joyce, coach cleaner, died April 6th, at Oklahoma City. Mr. Joyce was English teacher at the Poly High School of this city. Our sympathy is extended to the bereaved family.

### MECHANICAL DEPARTMENT SHERMAN, TEXAS

DON ANDERSON, Reporter

W. A. Morgan, car foreman, accompanied by Mrs. Morgan and daughter, Marjorie, spent the week-end of March 17-18, at Jermyn, visiting their other daughter, Helen, the 18th being Helen's birthday. They reported a very enjoyable trip.

Sorry to report the death of R. L. "Bob" Clinton, fireman, who passed away quite suddenly on March 23, in the Wilson N. Jones Hospital at Sherman.

Section Foreman W. C. Bowman was off account illness during the first week of April. Glad to report he is back on the job as tall as ever.

Machinist A. L. O'Hanlon and Mrs. O'Hanlon were called to St. Louis, April 7, account death of his grandmother.

On March 6, R. J. Fitzgerald, switchman, was taken to the St. Louis hospital, where he died on March 29. He was buried at Carthage, Missouri, and we are advised Mrs. Fitzgerald expects to move to Carthage in the near future, to be with her sister who lives at that point.

The residence of Geo. L. Wertz, machinist, was completely destroyed by fire on the night of April 2. One of his sons, Paul, was awakened by smoke and roused the family barely in time to escape before the roof fell in.

Among those attending the banquet for Uncle Dee Forsythe at Springfield

## HOTEL BESSE

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Coffee Shop

Banquet Halls

from Sherman were W. G. Hall, master mechanic; W. A. Morgan, car foreman; S. C. Cole and Harry Harrison, engineers.

Pattison L. Stenger, electrician apprentice, completed his time on April 16. Know of anyone needing a good first-class electrician, now.

### FORT WORTH, TEXAS

CORYLYNE PLEDGE, Reporter

Sorry to report at this writing Miss Helen Horrell is suffering with a fractured foot resulting from a fall at her home recently.

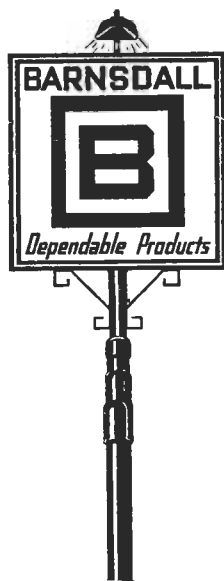
Certainly are some lucky people in this office—referring to none other than Elmer H. Jordan who won the Electric Crosley Refrigerator given by

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Refinery on Frisco Lines—BLACKWELL, OKLA.

Sales Dept., 1509 Philtower Bldg., TULSA, OKLA.



Leonard Bros., for the nearest guess of number of beans in a container at their store. Mr. Jordan's guess was 6,219 and the number of beans was 6,239.

The Frisco had a very attractive float in the parade for dedication of Belknap Street overpass on the 12th of this month.

#### V. P. & G. S. OFFICE—FT. WORTH

MARY BESS SMITH, Reporter

We all feel very keenly the loss of Thomas Jordan, 61, veteran railroad conductor with the Frisco, who suffered a heart attack while on his Sherman-Ft. Worth run and died in Harris Hospital, March 9, 1934. The Frisco Railroad lost a good friend and loyal employe in his passing.

The activities of the Frisco Employees' Club are in full swing and from the plans mapped out by our new president, Marshall Evans, if we all get in line and pull together, we should have a record year. The various groups and committees have been appointed and will start functioning immediately. Looks like a big year ahead, and looks like our president is just the man for the job.

John Brannon of our auditor's office has been looking mighty proud and beaming lately, and reason enough—congratulations, John, on your being the proud parent of a charming young daughter.

We're sincerely glad Mrs. Elmer Jordan is recovering so splendidly from the burns she sustained several months ago as the result of her stove exploding. Mr. Jordan reports she is doing fine. Smart "pipples", and is Mr. Jordan a go-getter on this traffic and passenger solicitation job? He really gives the rest of us some inspiration to get out and work, too.

#### CENTRAL DIVISION

SUPERINTENDENT'S OFFICE  
FT. SMITH, ARK.

EARL E. DODD, Reporter

Mr. and Mrs. Geo. W. Daniels, pensioned engineer, and wife have returned

home from an extended vacation in Florida. They are both looking fine after smiling at Florida sunshine.

W. T. (Texas) Craig, rip track car repair man, met with a serious accident recently. From the last reports, Texas was doing nicely and we hope he will continue to improve.

E. L. Collette, division engineer, has been very ill. We are glad to say that Mr. Collette is on the road to recovery and we hope to see him back on the job shortly.

D. L. Forsythe, retired, made a visit to Muskogee and Fort Smith this week, visiting relatives and old friends. Dee has a big welcome on the Central division and we want to see him often.

A message has just been received advising that H. C. Rotherum, conductor on this division, passed away at 10:30 a. m., April 18, in the Frisco Hospital at St. Louis. We wish to extend our heartfelt sympathy to Mrs. Rotherum and family.

We had a very enjoyable visit with Uncle Charley Baltzell this week. Also O. T. Hall, superintendent of Dining Car Service, who spent the day in Ft. Smith.

Remember, forethought is forewarned  
—PREVENT ACCIDENTS

#### SOUTHERN DIVISION

BIRMINGHAM TERMINALS

NELLIE MCGOWEN, Reporter

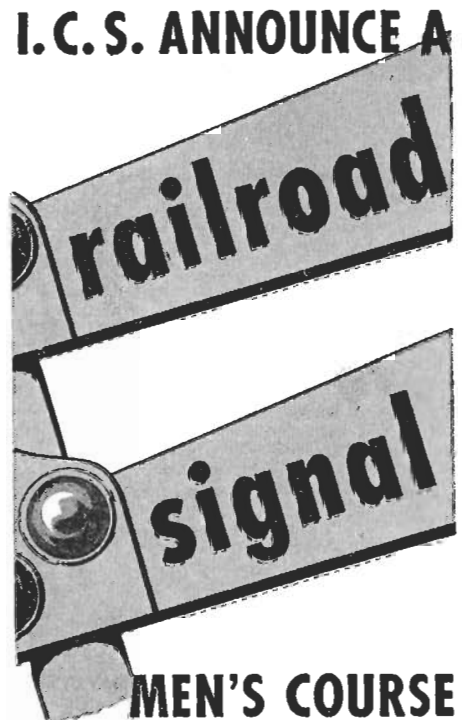
Miss Elfredia Thompson, daughter of Chief Clerk C. J. Thompson and Mrs. Thompson, and Mr. Ambrose Ames, were married on March 17th at St. Clements Catholic Church in Woodlawn. After a wedding trip to Atlanta and other points, Mr. and Mrs. Ames will reside with the groom's parents in Woodlawn.

Mrs. C. M. Chance, operator, is confined to the employes' hospital at St. Louis.

Sympathy is extended to J. B. Tyler, roadmaster, and family in the death of his son who was killed in an automobile accident in Norfolk, Va., recently.

W. A. Drago, trainmaster, St. Louis, was a recent visitor to East Thomas. Mr. Drago was formerly general yardmaster at Birmingham, and his many friends were glad to see him again.

Sincere sympathy is extended to Mrs. T. P. Kelley, and family, in the death of Mr. Kelley, who was an engineer



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| <input type="checkbox"/> Mechanical Drawing     | <input type="checkbox"/> Boilermaking             |
| <input type="checkbox"/> Mechanical Engineer    | <input type="checkbox"/> Tinsmith and Pipefitters |
| <input type="checkbox"/> Locomotive Engineering | <input type="checkbox"/> Car Inspectors           |
| <input type="checkbox"/> Gas-Electric Welding   | <input type="checkbox"/> Air Conditioning         |

Name.....Age.....

Occupation.....Employed by.....

Address.....



The accompanying picture proves that the LCL business is on the increase at the Pocahontas, Ark., station and Agent O. Kerfoot says this volume of shipments are handled practically every day. The picture is an indication that "Old Man Depression" is crawling back out of sight, and the New Deal is restoring confidence.

on the Southern division, and killed in a wreck at Dora, Ala., when the engine on train 105 was derailed and turned over at that point.

### LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

J. F. Wright's sister, of St. Louis, spent Sunday, March 18, with him here.

Mrs. Gordon Robertson, wife of cashier, left latter part of March for several weeks' visit with relatives in Los Angeles, Calif.

Sorry to hear of the death of Mrs. H. Q. Flanigan's grandmother on March 24.

Leon Rohrbaugh, check clerk, was confined to St. Joseph's Hospital March 25, 26, 27 and 28 due to a wrenched back; returning to work April 2. He was helping a friend start his car and it seems trying to see how strong he was.

Glad to report that Billy Corkery, son of our chief clerk, is improving from a spell of mumps, which left him in a very serious condition; the poison affecting his heart.

John A. Ladd, check clerk, took April 5 off to spend with his boyhood friend, Earl Whitehill, a player on the Washington ball team; Washington and the Chicks playing here on that date.

Inez and Robert Wright, daughter and son of J. B. Wright, claim adjuster, spent April 7 and 8 in St. Louis. Inez is captain of the Memphis hockey team, a game having been arranged with a St. Louis team.

Sorry to hear of the illness of Mrs. W. O. Farris, wife of assistant cashier.

### ENGINEERING, BRIDGE AND BUILDING, WATER SERVICE DEPARTMENTS—YALE, TENN.

CREATIE SICKLES, Reporter

George Koontz, of Dallas, is spending a few days with his parents at Memphis.

C. M. Scott and family visited at the Al Harrison home at Aberdeen weekend of March 18th and attended the christening of the two small Harrison children. Miss Betty Scott was confirmed at Memphis on Easter Sunday.

Cecil Vaughn bid in a position at Marked Tree and left the office the latter part of March. W. H. McNett has been assigned to the position at Yale.



A. H. Tichenor, of the accounting department, St. Louis, took the accompanying photograph while standing on the newly constructed viaduct overlooking the Frisco Yards at Lindenwood, Mo. The photograph was made as the Bluebonnet was heading into the St. Louis Terminal from the west.

After an extended visit at the home of Mr. and Mrs. Robert Rice, Mrs. D. H. Condra returned to her home about the middle of March. Mrs. Rice accompanied Mrs. Condra to St. Louis where they had a nice visit during the lay-over.

Supply cars were in Yale a few days ago preparatory to making their regular trip over the Southern division, the cars being manned by Messrs. Thomas, Burch and Ackridge.

There has been quite a change around the storeroom of late. The entire place has undergone a thorough house cleaning, a lot of repair work has been done and some new shelves and benches constructed.

The baseball season has opened at Memphis, however, the majority of the office force had to be content to read the account of the exciting first game in the evening paper.

## KERITE

for

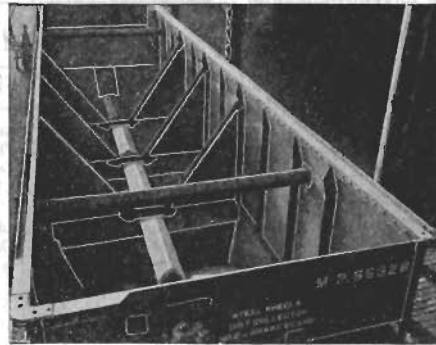
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## Car Construction and Repair



The white lines on the photograph show the various places where NO-OX-ID Filler should be used in metal to metal contacts on all steel coal cars.

It has been proven that the severe corrosion which takes place is first started at the immediate contact point of one steel piece with another.

NO-OX-ID Filler is also used in the construction of all other types of cars. We recommend its use in all metal to metal contacts, in all metal to wood contacts, on steel surfaces back of wood linings where excess condensation takes place and on steel work under certain types of flooring. NO-OX-ID should be used in all seams of both under and super structures of cars. On refrigerating cars, it is advisable to coat the axles, springs and other equipment with NO-OX-ID.

### Dearborn Chemical Company

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310 S. Michigan Ave., Chicago

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Offices in All Principal Cities

**NO-OX-ID**  
IRON-**OX**-RUST  
The Original Rust Preventive



Steel Tires, Steel Tired Wheels, Steel  
Axles, Steel Springs, Rolled Steel  
Rings, Solid Wrought Steel  
Wheels, Steel Forgings, Steel  
Crusher Rolls and Shells,  
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**2 cents  
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**3 cents  
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to all points on the  
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