

THE FRISCO EMPLOYEES' MAGAZINE



**MAY
1931**

Remember Mother's Day, May 10th !



**Vol. VIII
No. VIII**

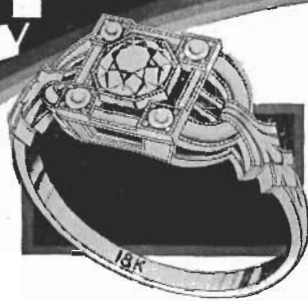


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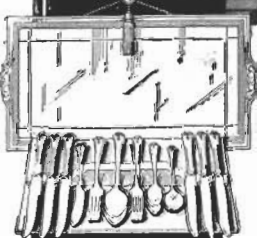
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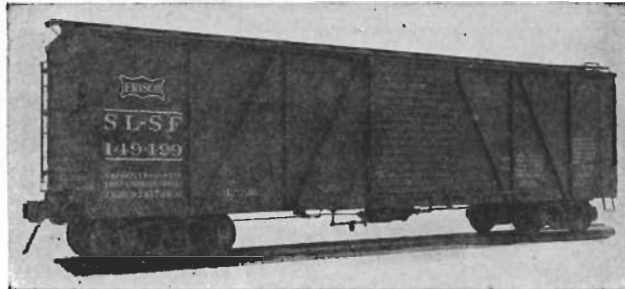
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Vol. VIII

MAY, 1931

No. 8

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Contents of This Issue

	Pages
Government Stations Do Splendid Work.....	4-5
She Knew Charlotte and Maximilian.....	6
Old Timers Meet at Ft. Smith.....	7
Engineers' Wife Collects Antiques.....	8
Employee and Wife Have Prize Flock.....	9
News of the Frisco Clubs.....	10-18
Old Timers Honored at Sapulpa.....	19
For Meritorious Service.....	20
W. S. Merchant Made Assistant General Traffic Manager.....	21
St. Louis Grotto Buys 1,400 Acres on Frisco Lines.....	22
Train 97.8 Per Cent On Time.....	23
Mechanical and Car Men Meet March 17-18.....	24
E. O. Davis Works 2,206 Consecutive Nights.....	25
J. M. Mulhall Retires After 50 Years Service.....	27
Frisco Employees' Hospital Statement.....	28-29
Locomotive Fuel Performance Records.....	30-31
Car Damage Decreases 55.6 Per Cent First Three Months.....	32
A Page of Praise from Frisco Friends.....	33
The Pension Roll.....	34-35
Homemakers' Page.....	36
Spring Clothes for School Children.....	37
The Twilight Hour.....	38
Frisco Children.....	39
Flashes of Merriment.....	40
Frisco Mechanic.....	41-47
Frisco Family News.....	48-72

THE FRISCO EMPLOYEES' MAGAZINE

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

Employees are invited to write articles for the magazine. Contributions should be 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**

GOV'T. STATIONS DO SPLENDID WORK

MOUNTAIN GROVE, Mo., is a pretty town on the Frisco's Southern division, sixty-seven miles from Springfield, Mo. It is the home of two government experiment stations which have been established for many years and which are doing much to further the interests of the poultry and fruit industries in Missouri.

The Missouri State Poultry Experiment Station is in charge of Mr. T. W. Noland and was established in 1911, and the Missouri State Fruit Experiment Station has been established since 1899 and is in charge of F. W. Faurot.

The grounds of the poultry station occupy forty acres and are dotted with approximately ninety buildings of various kinds. It is purely an experimental station and therefore houses breeding stock and hatching eggs for experimental purposes. Spring will find some 3,000 baby chicks at the station, but they are not for sale, and will be used by the station.

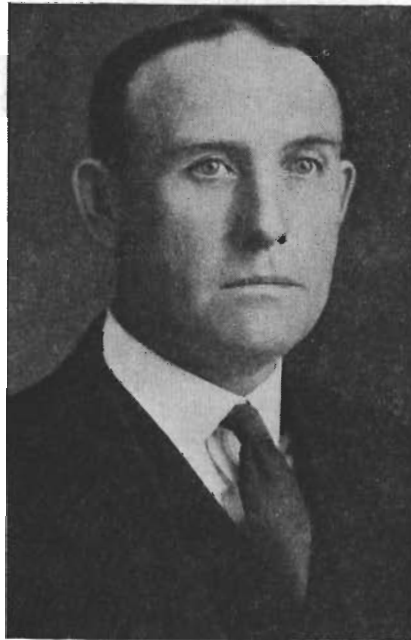
There is on the grounds one of the best equipped laboratories for blood tests and investigations of various diseases of poultry to be found in the state. More than 30,000 hens passed through this laboratory last year. The most prevalent disease which is found is white diarrhoea, the only hereditary disease found in poultry. When a breeder brings several of his hens in to be tested and this disease is found, the station officials recommend and insist that the birds be put on the market for consumption. They are all right for table consumption, but their elimination and a fresh tested flock insures the breeder that he is free from this disease. The birds are tested for three cents each on accredited birds, and five cents each on birds which have never been tested. W. A. Hovis is in charge of the laboratory at this station and has been in this capacity for the last seven years.

One of the most important and interesting features of the station is the national egg laying contest which is conducted each year. A National Egg Laying contest was started by the Stors Agricultural College of Storrs, Conn., in 1911, but the one instituted by this station is of great importance to breeders of the middlewest in particular.

Breeders throughout the country each send six pullets, one a reserve.

Two Institutions At Mountain Grove, Mo., Assist In Poultry and Fruit Raising

There are thirty pens of heavy breeds and thirty pens of light breeds. The pullets are given the best of care and attention, and with a system of trap-nesting installed, an accurate record is kept of the eggs laid. They are kept at the station from November



T. W. NOLAND

1 to October 31, and at the end of the year the record is summed up and the winning pen receives a large Silver Cup and \$15.00 in cash. A small silver cup is given each month to the pen making the best record. The best record ever made in this contest to date, was in 1928, when a White Leghorn pullet belonging to Eden C. Booth of Pleasant Hill, Mo., laid 326 eggs during the year. A pen of Barred Rocks from Morton, Pa., won the 1929 contest and produced 1,379 eggs, or an average of 275.8 eggs per bird. The figures for the year of 1930 have not as yet been compiled.

It was unfortunate that during the 1929 contest, an Australorp hen, owned by Kebeyun Farm, Pittsford, Vermont, completed the year with an official record of 317 eggs, the highest individual record in the contest. However, this hen was a re-

serve hen and could not compete for the official record.

Entrance fee to the contest is \$10.00 and the station receives the eggs which they sell as hatching eggs, and last year approximately \$10,000 was realized from sale of these eggs.

Perhaps it might be well to explain to those not familiar with poultry, the types of lighter and heavier breeds. Among the lighter breeds will be found the Leghorns, Minorca, Andalusians, Anconas and Games, as well as others. This lighter breed have small bodies and will weigh between four and five pounds. The heavier breeds consist of the Rocks, Reds, Wyandottes, Orpingtons, Jersey Grants, Brahmas and others and weigh between six and ten pounds.

Those who desire to start pens of prize-winning poultry flocks find it advantageous to buy their hatching eggs from the station, where they can purchase at a nominal figure. The station has in mind the establishment of pure bred, healthy flocks in Missouri and the surrounding country, and their interest is in this direction rather than in making a profit on the eggs.

There are always as many as fifteen different states represented in this National Egg Laying Contest, and for several years England and the Hawaiian Islands have had pens. In addition to this contest, the station conducts a State Pullet Contest each year for Missouri entries only. This is conducted along the same lines as the big contest, but develops the best Missouri pen. The station is under the supervision of the State Poultry Board and under Mr. Noland's management is doing a wonderful work to improve the poultry flocks of Missouri.

Diversified farming, which is being sponsored, takes in, besides the excellent poultry flock, a healthy orchard, and the State Fruit Experiment Station is doing a great work in finding fruit trees adaptable to Missouri soil.

According to Mr. Faurot, superintendent, the station's activities are two-fold; the creation of new varieties and the testing of known varieties.

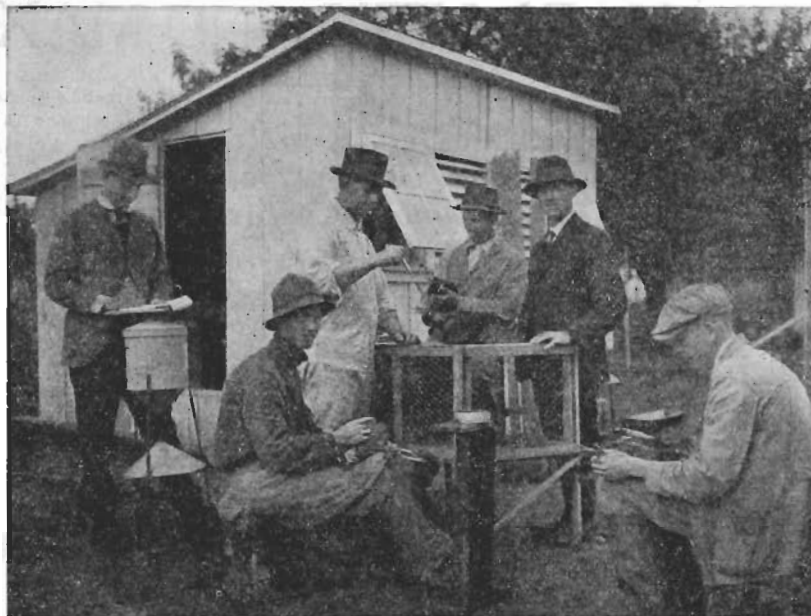
The office is located on a slight hill overlooking a great part of the 190 acres set in fruit trees and grapes. A trip by automobile over the farm proved most interesting. Here one may see trees of all ages,

from yearlings to full grown producing trees. A cherry orchard of two-year-old trees was in full bloom and Mr. Faurot said that with good weather, there would be an excellent crop of cherries, peaches, grapes, pears and apples. The apple trees are in bud and a few more days of warm sunshine will cause them to burst open into fragrant blossoms.

It may be interesting to those only casually interested in the varieties of apples to know that there are more than 5,000 known varieties. There are approximately 500 varieties now at the station. There are also 150 varieties of peach and fifty varieties each of cherries, plums and pears now at the station; 260 varieties of grapes and 80 or 90 varieties of strawberries.

Through grafting and other means, this station is accredited with creating new varieties of many of these fruits, but the "find" is not jealously guarded and is turned over to a nursery to be advertised and sponsored.

Many of the fruit trees are at this time undergoing a pruning operation. Great care is used in pruning the trees. Besides all care exercised as to how much to cut from the longer limbs, after they are cut off the excess is weighed and an accurate record kept to show the growth during



Judging poultry at the government experiment station at Mountain Grove, Mo.

the year. This process is adopted on grape vines.

Soil management and fertilizing are other features which are stressed at the station, and several rows of grapes are treated in one way, and the next few rows in another, and at the end of the year the growth of each is noted. The use of cover crops is also employed, such as rye, peas, millet, etc.

Mr. Faurot discussed at length the fruit situation in Missouri and the surrounding country. Up until about three decades ago, he said, orchardists

This view of the government fruit station at Mountain Grove, Mo., was taken from a window of the office building.

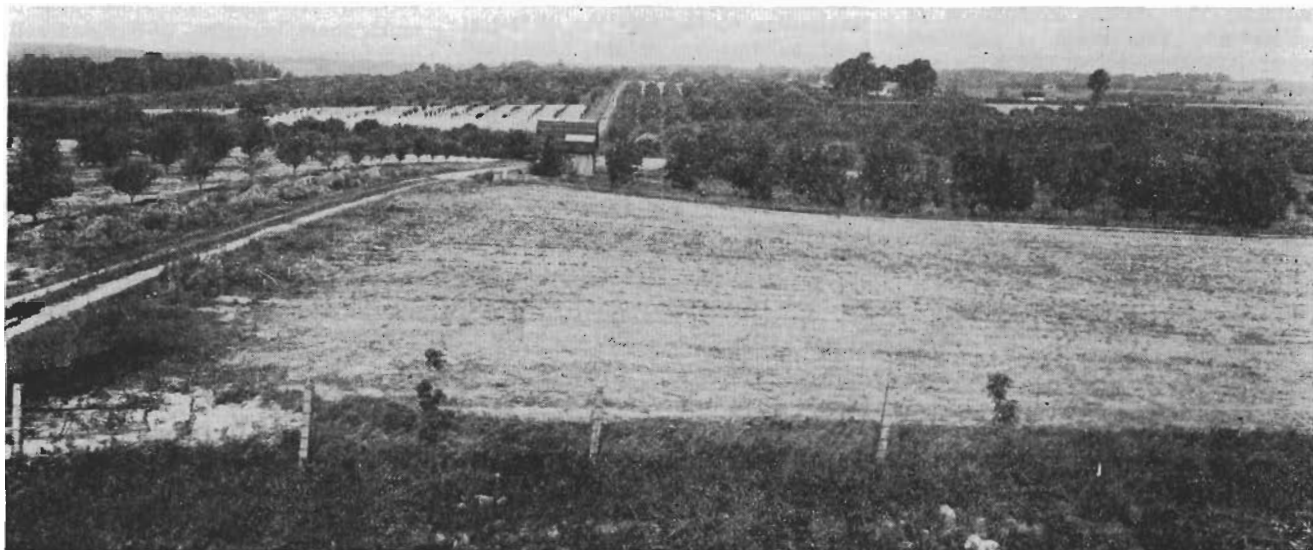
did not believe in spraying. Now it has become necessary, but many of the farmers feel that the spraying equipment and work it entails, and the hazard of growing a fruit crop is not worth the effort. This has caused a great depreciation in the acreage. One of the largest orchards in and around Mountain Grove is one of 1,000 acres just out of Cedar Gap, Mo. In fact there are more large orchards, and farms, strictly devoted to the cultivation of fruit, than there are farms with small orchards.

The station is equipped with a laboratory, and has a small greenhouse, where seedling apple trees and other fruit trees are started and later set out in the open.

W. J. Christian is the extension man from the station. He goes out only on organized work, and his time is kept fully occupied with associations in the surrounding country. J. W. Hitt is Mr. Faurot's assistant.

Fruit gathered from the orchards at the station is sold in season, and when there is an excess of yearling trees these are also sold.

Both stations are doing excellent work, and both are widely known to both poultry and orchard men of Missouri. The work of each has had a far-reaching effect on both the poultry flocks and orchards.



SHE KNEW CHARLOTTE AND MAXIMILIAN

THERE are few members of the Frisco family who, in their lavender-scented years, can recall such scenes and times and places and people as "Aunt Katie" Kentling. For Aunt Katie is an unusual character in many ways. First and foremost she is the sole survivor of Emperor Maximilian's wild venture, and her life's history has been fashioned around her home in Vienna, Austria.

Long ago in the romantic days of queens and emperors and courts of honor, Aunt Katie would never have believed that she would have ended her days in America—that the fate of Emperor Maximilian's venture would be a disastrous one, or that she would live to know of the death of the "Mad Empress" Charlotte, daughter of King Leopold I of Belgium, and the bosom friend of this 94-year-old woman.

But the pattern which Aunt Katie's life has woven, is worked out to a few short panels. Its pattern was a gay one, but every so often a dark streak is woven into it which stands for disappointment, death and grief. Aunt Katie has known them all, and as she sits in the home of her daughter, Mrs. A. B. Forrester, at Springfield, Mo., she is working out the last few panels of the colorful pattern. She is also the grandmother of Mrs. W. W. Holmes and Mr. Holmes is employed in the Frisco's north roundhouse at Springfield, Mo., as machinist.

Aunt Katie does not look as she once did, yet as she sits in her chair, her snow white hair framing a face of rugged beauty, one need only to erase the wrinkles in memory and imagine her as the vivacious queen of the ball, the smiling companion of counts and countesses, a dignified, grand and impressive figure in the gay life of Austria's capitol.

"Life isn't as sweet as it once was," was Aunt Katie's first and last remark in the recent interview which was granted the *Frisco Magazine*. Her life has always been full of exciting incidents, and in her younger days she was an athletic type. She loved canoeing and swimming, and three times saved one of her fellow countrymen from death. The incidents came to the attention of the Austrian government and a gold medal was awarded her for her bravery. This medal reposes among her most cherished possessions.

But let us start with Aunt Katie's marriage. When a young girl she met William Heide, a young musician of

"Aunt Katie" Kentling, Secure In Springfield, Tells of Famous Venture In Mexico

Austria. His one ambition in life was to become a great bandmaster and composer. She was ambitious that his dream be realized and worked with him toward that end, and it was not long before he became leader of a band and conductor of a great musical organization in Vienna.

About this time, Maximilian, backed by the support of Napoleon III, and



"AUNT KATIE" KENTLING

Franz Joseph, was laying plans to form an expedition and capture Mexico. Heide was appointed by Maximilian to the position of the official bandmaster of the expedition, much to Aunt Katie's delight. The expedition embarked in 1864, and Aunt Katie was allowed to accompany her husband.

Aunt Katie never once thought of defeat, and her first realization of a crisis came when her beloved empress left Mexico to re-enlist the aid of the European powers which had fostered the expedition. Then news came of the loss of Charlotte's reason when her pleas were not answered. Emperor Maximilian was also in ill health.

Then an earthquake came and shook the Mexican city, buildings were destroyed and Aunt Katie's husband was injured. History records the events which followed, how Maxi-

milian's cabinet deserted him, and the Austrian frigate, Elizabeth, lay at anchor off Vera Cruz awaiting the abdication and departure of the emperor. Maximilian refused to take advantage of a way to escape, preferring to remain with the few fol-

lowers which had remained loyal to him. When news of his capture was known, William Heide and his wife were still at the palace, Heide nursing his injuries. With the aid of President Porfirio Diaz, Aunt Katie and her husband effected an escape. They made their way to the coast where they were given passage to New Orleans. Her husband, incapacitated as he was, managed to earn enough for their passage on a river packet to St. Louis and six months after arriving in St. Louis he succumbed to injuries. Twelve days later Aunt Katie gave birth to a baby girl.

For a time this proud daughter of Austria had to accept charity, but not for long. With the baby strapped to her back she scrubbed floors. She was lonely, without friends, without funds, and it seemed to her that she had drunk deep from the cup of disappointment.

And then Aunt Katie, lonely for companionship, met a young German trader from the Ozarks. Friendship ripened into love and she married him and went to live near Highlandville, Mo. And as the wife of this German trader, Aunt Katie entered into a new world. She must master a new language, she must learn to cope with situations, she must learn to cook and bake and care for her husband and baby. But Aunt Katie learned these things and more. She learned to watch the store and to make sharp bargains, to buy and sell, and to cook. She became famous for her wonderful gingerbread, which she sold for five cents a slice, and the slice was a generous one.

Wild life was abundant in the region near her home, and there were an abundance of wild flowers as well. Aunt Katie found great comfort and enjoyment in her new surroundings. She adapted herself admirably and quickly to her new conditions and led a happy life. And this gay figure of Austrian court life again held the admiration of all in her new surroundings when she proudly displayed the first cook stove ever to be seen in that part of Missouri.

And now and then one would find her reading a letter with a strange
(Now turn to Page 29, please)

OLD TIMERS MEET AT FT. SMITH

"THIS will not be a business meeting," said W. H. Van Horn, president of the Frisco's Old Timers' Club, as he stepped from the train at Ft. Smith, where the second annual meeting of that organization was held on April 11.

And it wasn't!

If it had been the meeting of an auxiliary to the organization one could have called it a "gab fest," for in reality its sole purpose is to get the retired veterans with forty or more years' service together in a group several times a year, when they can review old times, old scenes, old experiences.

And did those 18 veterans present review them? They made it so real that the outsider would have thought that the incident happened but a day or two before. They put color into those stories of pioneer railroading, and as one story after another was recalled the interest grew more intense.

Somebody made the remark that there must not be a tendency to allow the meetings of this group to grow serious. With half a lifetime behind them a few wondered if the next meeting would find the group intact, or how many would have signed their last order before the year rolled around. But on April 11 all these thoughts were pushed into the background. There was no room for them in the full day of events.

There wasn't a happier, gayer veteran among them than their president, Mr. Van Horn. He said the household tasks which had been heaped on his head of late, due to spring house cleaning and the recent

Forty Year Men Hold Second Annual Reunion April 11

slight illness of Mrs. Van Horn, made the trip to Ft. Smith, doubly inviting to him. In fact, fishing for ways to get out of work, he asked for a new broom. The request was denied. Then he said he'd strike and Mrs. Van Horn said she'd get out an injunction against him, and so he came to Ft. Smith to enjoy a real holiday and it came up to his expectations.

And then there were Mr. and Mrs. Dan McCarty (a few of the pensioners brought their wives and Mrs. McCarty was one of the honored few). They are going to celebrate their Golden Wedding Anniversary on September 21.

Emil Sebastian, retired conductor of Cape Girardeau, Mo., has seven daugh-

The service records of the group of veterans in the above photograph total 821 years and 5 months. They have all served Frisco Lines forty or more years, and are, reading from left to right: Emil Sebastian, Sr., Thomas L. Hasler, S. L. Coover, James A. Woodson, Patrick H. Lillis, Geo. W. Daniels (vice-president of the club), George F. Robson, Chas. A. Baltzell, J. W. Morrill, J. A. Buckley, Byron Callender, Henry M. Cox, G. P. Goodrich (guest), Albert Carlson, C. B. Coleman, J. T. Walsh, Daniel McCarthy, Wm. D. Bassett (secretary of club), Charles G. Vance, Wm. H. Van Horn (president), J. E. Woodward, Martha C. Moore, Wm. Henry. The picture was taken in Ft. Smith on April 11.

ters and their first names all begin with "E," Emily, Eunice—oh, he said he didn't have his mind on it and couldn't name them all.

Henry M. Cox, a retired machinist of Kansas City, was proud of the fact that his father was the first man hired by the old Missouri River, Ft. Scott and Gulf railroad in Kansas City.

Chas. Vance, a retired engineer from Fayetteville, Ark., attended his first meeting. He's a most interesting old veteran—old only in years, for he's hale and hearty. He's got an old watch that he bought in Monett in '65, and carried on the engine with him from 1885 to the time of his retirement, August 10, 1914. It's kept perfect time and has the original crystal.

And so the morning passed. Here and there little groups formed in the hotel lobby, and before anybody knew it, it was 12:30 and time for luncheon.

If the health of these veterans is measured by their appetite—there wasn't a sick one in the bunch. They made short order of the fruit cocktail, and the roast beef and au gratin potatoes, as well as the salad, coffee, ice cream and cake. The hot rolls disappeared like lightning, and the coffee pot was passed time and again.

Then they settled back in their chairs for the program. After a few short words of welcome, Mr. Van Horn turned the meeting over to George Daniels, retired engineer, and the only member of the club residing at Ft. Smith. All thanks for the splendid meeting were due him, for he had made the arrangements and there was no fault to find with any of them.

Mr. Daniels called on his buddies, (Now turn to Page 28, please)



ENGINEER'S WIFE COLLECTS ANTIQUES

MRS. J. W. BALKE, of Clinton, Mo., will tell you that the antique business is not all that it's "cracked up to be." In other words, along with the cracks that come with age and use, one must have most discerning judgment to pick out an antique.

She is deeply interested in antiques. What first was the gratification of a desire of her own for a few pieces of old furniture, has developed into a good sized business which she conducts in a most business-like way.

Mrs. Balke is the wife of a Frisco engineer. About twelve years ago an uncle gave her a very valuable old table, an heirloom. She placed it in a conspicuous part of her home and as she looked at it she longed for an old picture to go above it. She soon acquired the picture. Then the nook just seemed to call for a chair to be placed beside the table. This she acquired also, and with it the hobby and business of collecting antiques.

Today one steps into a home replete with priceless possessions. Furniture of various periods are placed attractively in the beautiful living room which runs the full length of the house. The dining room holds another priceless collection and one leaves the present world for George Washington's time when one steps into one of her bedrooms. Old marble slab bureaus, huge chests of drawers, old time prints, and canopied beds make the visitor gasp with envy.

She has been most successful for two reasons; first she is thoroughly interested in the collection of this old time furniture and second, she has worked hard to find the pieces she wanted. She has made it a profitable hobby and yet the prices she asks for the lovely old pieces which she finds and refinishes, are modest, for she says the greatest thrill is in finding them and securing them, and then in being able to please her customers, and she has customers—from

Mrs. J. W. Balke of Clinton, Mo., Has Profitable Hobby

Texas to New York and she doesn't recall all the states in between.

When she found her home did not fit in with the antiques which she bought, she sold the place and secured a beautiful Colonial type home which sets off her treasures.

She feels that she has in her long sideboard, the prized possession of them all. The sideboard is a Shera-

secured each piece.

In the living room is a beautiful, highly polished bell-metal brass kettle. The metal is the same kind used in making bells.

She says she saw it in the backyard of a home and the woman was using it to carry feed and water to the chickens. At first she positively refused to sell it because she said it was the only thing that would not crack in cold weather. But Mrs. Balke finally claimed the possession at a nominal figure.

"Where do I find them?" she said. "Well, it would be interesting to tell you. Just everywhere, but mostly in attics and barns, stored away and oftentimes leaning up against a shed, and the occupants of the home do not realize what they have."

An old-fashioned spinning wheel and a melodion are two possessions which she prizes, and she has an old piano carved from walnut which she secured for \$25.00 and for which she has been offered tempting prices.

Old clocks, with quaint prints on the dials adorn her walls, and she has any number of Currier and Ives prints, which are well known and treasured. She also has an original Girandole candle set, and a collection of milk glass lamps, china and cologne bottles.

Each of her bedrooms is furnished exquisitely in antique furniture and each of the beds are of a different period and many of them cannot be replaced. She can give you at the moment the history of each, where she secured it and the offers she has had for it, but as previously stated, she has picked out the most unusual and delightful old pieces to remain in her home permanently.

She does not keep an excessive supply on hand at all times, but gets a piece, cleans and waxes it and places it in her lovely home where it shows to best advantage. Mixed in with her permanent possessions it

(Now turn to Page 31, please)



Mrs. Balke is shown above seated at an old-fashioned secretary, in her living room, amid her antique furniture.

ton, and came from England. It is six feet long and a massive and beautifully designed piece. She secured it at Garden City, Mo., through a chance remark of a friend. Hearing of it she made a trip to Garden City and when she viewed the sideboard, she said her heart stopped. She paid \$25.00 for it and it was so large that a window had to be taken from the house to remove it.

She had it carefully crated and sent to her home, and when it had been cleaned and waxed, her first offer for it was \$1,500.00. It can never be replaced, so she says, and will never leave her home, for with it go six chairs and a massive banquet table, all of them with a history.

Should one stay for dinner, she would serve food from real English or German plates, cups and saucers. Old glass bowls, jelly dishes and a pewter cream and sugar adorns the table, and she remembers where she

EMPLOYEE AND WIFE HAVE PRIZE FLOCK

"SEVENTY-FIVE dollars for a single chicken?"
"Will you repeat that, Mr. Rogers?"

But there was no doubt about hearing him the first time. That is exactly what John B. Rogers, clerk in the superintendent of motive power's office at Springfield, Mo., and Mrs. Rogers, got for a cockerel from their famous flock of White Wyandottes a year or so ago, and when one learns more about their pure bred birds and actually sees some of the stars of the poultry firmament they own, it is obvious, even to a layman, that the sum was by no means exorbitant. This particular cockerel was the male in a pen of five birds which they shipped to Spain. The entire pen brought \$150 and the buyer was so pleased that he gave them a repeat order a short while later. It is a common occurrence for them to receive from \$35 to \$50 for a single fowl.

Birds from the flock of about 200, which this friendly couple keeps on the lots back of their home at 1840 South Jefferson, Springfield, have been monopolizing prize money at leading poultry shows for the past several years.

"Just how many prizes have you won?" Mr. Rogers was asked.

"I honestly don't know exactly," he replied, but about that time Mrs. Rogers appeared with a huge cardboard box and, upon removing the lid, revealed a truly amazing array of ribbons of every description, but with blue the predominating color.

"I guess we've got about a peck altogether," Mr. Rogers estimated, but his tendency was to minimize, and besides these, there was a sizeable collection of medals in another box and a large silver loving cup graced a bookcase top in their home.

The large accumulation of prizes is not to be wondered at, however, when it is learned that Rogers' White

Mr. and Mrs. John Rogers, Springfield, Monopolize White Wyandotte Awards

Wyandottes have been consistent winners in every show where they have been entered. They have taken more consecutive blue ribbons at the Missouri State Fair than any others exhibited, according to a poultry superintendent there, and in addition, have been leaders in many shows at Springfield, Joplin, Kansas City and Memphis. The most recent major

cock; first and second hen; first, second and third cockerel; first second and third pullet and the best young pen. A young pen is comprised of four pullets and a cockerel. Mr. and Mrs. Rogers have had the best display at the Missouri Fair for the past seven years. Their average winning there is about \$55. At the "Heart of the Ozarks Show", held in Springfield, where exhibitors come from far and wide, their winning has come to be almost taken for granted. Not only do they frequently win first cock, first cockerel, first hen and first pullet,

but often have all-show champions also. The judges of this show in 1928 conceded theirs to the best display ever shown in Springfield. The foregoing are merely some of their outstanding triumphs. Obviously space does not permit listing all.

"The greatest thrill we ever had, though," said Mr. Rogers, "was the first time we exhibited at the Missouri Fair. We didn't think we had a chance. It was a bad time of the year and we were discouraged. But ours was selected as the best display, and before we knew it, we were almost mobbed by buyers. One woman wanted to buy a male bird and asked me what I'd take, and I hesitatingly said, '\$35.' She quickly responded with, 'I'll take him,' and in a short time we had sold her a pen at prices we had dreamed of, but never expected."

That the Rogers flock is widely known is evident by the foreign shipments mentioned and by the orders that come in for eggs, chicks and birds from nearly every state in the Union. Their business is conducted almost entirely by mail, and they ship birds and eggs with the understanding that if the buyer is not satisfied,

he may return his purchase and they will pay express charges both ways.

They have been raising Wyandottes twelve of the seventeen years Mr.

(Now turn to Page 24, please)



Mr. and Mrs. John B. Rogers of Springfield with a few of their famous White Wyandottes.

triumph was the Missouri State Fair last August where they took first in every event entered and a number of other prizes. Their winnings there were as follows: first and second

NEWS of the FRISCO CLUBS

Fort Worth, Tex.

The meeting of the Fort Worth Frisco Employees' Club held April 2 was characterized by those who attended it as a "knockout." About 130 were present and thoroughly enjoyed a program in charge of J. Ivan Stephenson, chairman of the entertainment committee.

Miss Harriet Perkins, young daughter of H. J. Perkins of the traffic department, gave a reading as the first number on the program, and immediately following the gathering was entertained in a novel way by two fencing matches staged by members of the Fort Worth Y. M. C. A. Fencing Club. The first match was between Clarence Bishop and Raymond Dupree, the latter a member of the accounting department, and the second was between Jose Villardel, the Fencing Club's instructor, and J. B. Petta. In the interval between the matches, Mr. Villardel explained the fine points of the sport, calling attention to the different thrusts and parries and illustrated each with the assistance of Mr. Bishop. After the matches, Miss Mary Bess Smith, vice-president of the club, and Ray Stamps gave several violin duets, accompanied by Miss Nadine Wheeler at the piano. Miss Esmeralda Rudloff, young daughter of R. C. Rudloff, car inspector, gave a reading, and Misses Nathalie and Jane Jessup, daughters of G. W. Jessup, agent at Comanche, Tex., gave several piano and saxophone selections.

At the conclusion of the program, Ben Lewis, president of the club, took charge of the meeting and read list of traffic tips for the period of March 6 to April 2, inclusive. One hundred and four tips were secured in the period which compares with the preceding month when sixty-seven were obtained and the period of January 1 to February 4, inclusive, when twenty-five were secured. Mr. Lewis then introduced Judge W. M. Odell, Frisco attorney, who analyzed the situation in regard to several bills then pending before the state legislature for the regulation of busses and trucks. In a drawing for the attendance prize conducted by Dorothy Lewis, three-year-old daughter of Ben Lewis, Mr. Louis Reed, section foreman, Carrollton, was the winner; however, since he was absent he received a prize of \$1 instead of \$4 which was to go

to the winner should he have been present. At the next meeting the prize will be \$5.50 if the winner is present and \$1 if absent. After the drawing, little Dorothy Lewis gave an impromptu acrobatic act which was heartily applauded. The meeting was concluded with refreshments consisting of orangeade, coffee and cakes. The next session was set for May 7.

North End Beaumont Sub

The Frisco Employees' Club of the North End Beaumont Sub works under difficulties in that its members are scattered among a number of towns, but this handicap means nothing to that live organization when it comes to staging rousing meetings with large attendance. The meeting which this club held at Beaumont, Kan., April 1, was attended by about 140 persons, including club members, out-of-town employees and officials, members of employees' families and local business men and members of their families. The session was marked by the same enthusiasm that was outstanding in the big meeting the club held at Latham, Kan., on March 6.

C. H. Cowles, president of the club, opened the meeting by expressing his pleasure at seeing so many present despite inclement weather, and introduced Mr. Bryan Spiller, superintendent of schools at Beaumont, who extended a hearty welcome to the Frisco employees and visitors at Beaumont. He spoke briefly on the meaning of Frisco Lines to the community and expressed the hope that the club would hold a similar meeting there in the near future.

The program of entertainment was begun with a cornet and clarinet duet by Wayne and James Leonard Hutton. A song by Bobby Ferguson followed. Mr. Johnson and Mr. Spiller gave several musical selections and Raymond Hutton gave a reading. Eloise Squier and Francis Woodward gave a piano duet, and Wayne Hutton concluded the program with a song.

Subsequent to the entertainment section of the meeting, Mr. Cowles announced that the purpose of the session was to give employees, officials, patrons and friends of Frisco Lines a social hour together. He emphasized that the railroad organization is comprised of employees who

are fellow citizens of the other residents of the towns in the road's territory and the railroad and its employees are very much interested in the welfare of the communities they serve.

H. E. Morris, assistant general freight and passenger agent of Wichita, was the next speaker. He dealt chiefly with bus and truck competition and presented interesting figures on the taxes paid by the road in the state and Butler County. Mr. Cowles then presented some additional tax statistics and read a speech from W. R. Brown, superintendent, Enid, Okla., who was unable to be present. F. C. Gow, assistant superintendent, spoke, saying that busses and trucks are responsible for many being thrown out of work even after they have had several years of service. Others speaking in the session were W. N. Patterson, roadmaster from Enid; A. L. Millikin, agent at Augusta, Kan.; W. A. Hutton, roundhouse foreman of Beaumont; J. C. Rakestraw, section foreman, Keighley; V. R. Johnson, agent, Keighley; and J. W. Wasson, agent; George Olds, merchant; J. C. Squier, hardware and lumber dealer; George W. Rumsey, stockman; and F. W. Squier, bank cashier, all of Beaumont. Most of the speakers touched on bus and truck competition and considerable discussion was devoted to Frisco service. Mr. Cowles gave a detailed statement on the number of employees living in the community and the amount of the Frisco payroll. He also told of the new local merchandise service which had recently been put into effect from Kansas City to his station and other stations as far south as Arkansas City, Kan., giving them second day service from Kansas City. Following adjournment, refreshments consisting of cake, punch and brick ice cream decorated with red Frisco emblems were served.

Joplin, Mo.

Extensive plans were made in the meeting of the Joplin Frisco Employees' Club of April 2 to increase the efficiency of the club in its activities. A number of committees were appointed to handle various phases of club work and all present were urged to work toward getting out a larger attendance at meetings. Nineteen were present at this session.

Charming Frisco Daughters Graduate With High Honors At Sapulpa



Above are the pictures of three graduating daughters of Frisco families of Sapulpa and West Tulsa, who have won honors during their High School careers at the Sapulpa High School.

Mildred Hood (left), charming daughter of J. H. Hood, switchman at West Tulsa, will graduate from the Sapulpa High School in May at the age of 15 years. She will have the lead in the Senior class play, "It Won't Be Long Now."

Ruth Hill (center), age 17, daughter of Orval Hill, telegraph operator, is a member of the Latin Society, National High School Honor Society, Quill and Scroll, Home Economics Club, Math Club and school editor of the Moccasin Print Staff, the school paper. She is also an accomplished musician.

Mary Jo West, age 16, is the daughter of M. E. West,

general clerk in the superintendent's office. She will be Valedictorian of her class at the Sapulpa High School.

She won first place in the violin solo contest at the Creek County Academic and Fine Arts Meet at Bristow recently. She is president of the Latin Club, vice-president of National High School Honor Society, member of the Student Body Council, Pep Club, Math Club, Quill Scroll and news editor of the Moccasin Print Staff.

Both Miss Hill and Miss West made an average grade of "A" for three and a half years of High School work, the basis on which the grades are computed for Valedictorian and Salutatorian honors. Miss Hill was awarded Salutatorian honors. Both girls made their high school work a college preparatory course. These two honorary positions of Valedictorian and Salutatorian were selected from a class of 131 Seniors.

J. H. Douglas was appointed chairman of a traffic committee to handle both passenger and freight solicitation, and was instructed to select other members of the committee and to announce them at the next club meeting. Ross Crawford was appointed chairman of a transportation committee and W. H. Maxton was also appointed to that committee. A committee was appointed to conduct a publicity program, the activities of which are to include writing patrons each month, thanking them for their business, sending cards to shippers, advising them when their shipments are received, and writing individual shippers, thanking them for favorable routing, this is to be on club letter heads and signed by the secretary. A. L. Franklin was appointed chairman of the committee. The other members are Carl Hobart and C. V. High. George V. Elliott was appointed chairman of a legislative committee in this session and H. B. Wilson and Dempsey Southard were selected as the other members of that committee.

George F. Macgregor, executive general agent, was a visitor at this meeting and made an interesting talk on solicitation. He said that he had been appointed by J. R. Koontz, vice-president in charge of traffic, to make a survey for the purpose of improving service on local freight and passenger connections.

The meeting of the Joplin club of March 19 was held jointly with the Ladies' Auxiliary to that club, and improvement of service to meet competition occupied the greater part of the discussion.

An interesting talk was made by O. H. Lane, conductor, and all present entered into a discussion of legislation for the regulation of highway carriers. A message to Stanley P. Clay, T. J. Roney and Miss Emma Knell, representatives from the Joplin district, was drawn up to read as follows: "The Frisco organization here feels that proposed truck license fee as outlined and now under consideration is entirely inadequate and

discriminatory as compared with railroad taxation for the use of our highways." It was announced in this meeting that advice had been received from State Senator Cliff K. Titus and Representative Stanley Clay that they would support legislation to place trucks on a more equitable basis with railroads.

Monett, Mo.

The business session of the Monett Frisco Employees' Club held March 17 was preceded by an entertaining program provided by the pupils of the Monett Junior and Senior High Schools under the direction of Misses Neuburg and Moad. About 65, including several visitors attended.

The business session was opened by a summary of the club's activities since the last meeting. This report, which was read by C. J. Kunz, the club's president, showed that 18 freight shipments and 12 passenger fares had resulted from tips secured by employees. Following the report, he suggested that two teams be appointed for the purpose of stimulat-

ing friendly rivalry in solicitation work for a given length of time, at the end of which the losing side should entertain the winners.

J. A. Moran, division superintendent, was present at this meeting and made an inspiring talk in which he complimented the teachers and pupils who took part in the program which opened the meeting. He reported a slight increase in carload and less than carload shipments and expressed hope that conditions would improve steadily. The Rev. Fred B. Kinnell, pastor of the First Baptist Church of Monett, was also a visitor at this meeting and made an interesting talk. The session was closed with a motion made by J. W. Ruggles expressing the appreciation of the club to the superintendent of schools for furnishing the program and to the city officials for allowing the club to use the city auditorium.

Sherman, Tex.

Election of officers was the major matter before the meeting of the Sherman Frisco Employees' Club held March 17. C. V. Montgomery, general foreman, store department, was elected president, succeeding H. L. McDuffie, who has served in that office since the club's formation four years ago, and retired at his own request. W. W. Claybourn, chief clerk in freight office, was elected secretary, succeeding J. N. Honaker. It was decided that a vice-president should be chosen at a subsequent meeting.

Following the election, W. G. Hall, master mechanic, made a brief talk and L. T. Jones, agent, gave a report on a general traffic meeting held in Springfield the week before the meeting, in which he brought out that a substantial increase in passenger traffic had resulted since the inauguration of a two-cent-a-mile passenger rate on Frisco Lines. Jones' outlook for increased passenger business was optimistic. He called attention to the fact that a new motor coach train had already been put on in Texas, operating between Fort Worth and Brownwood.

An enjoyable program of music and readings preceded the business section at the meeting of the Sherman club held April 7 with an attendance of 89 members and 12 visitors.

The Boy Scout orchestra of Troop 4 which is sponsored by the Sherman Central Christian Church, gave several selections. This orchestra is composed of Creswell Jones, son of L. T. Jones, agent; Gay Jackson, Garth Jackson, Monroe May, James

OLSON AND CLOUD PROMOTED

Two Frisco Employee Club leaders who are making progress up the ladder of advancement in the same way that they inspired the clubs under their guidance to important achievements, are E. P. Olson, formerly trainmaster at Hugo, Okla., and H. M. Cloud, formerly dispatcher at Neodesha, Kan. Olson, who as president of the Hugo Frisco Employees' Club, developed that organization until it was one of the model clubs of the system, has been promoted to assistant superintendent on the River division, with headquarters at Chaffee, Mo., and Cloud, whose work as president of the Neodesha club inspired the members to an outstanding record for varied and useful activities, has succeeded Olson as trainmaster and now headquarters at Hugo.

Munson and Raymond Carr. Miss Dorothy Matlock, daughter of C. M. Matlock, engineer, gave several piano numbers and Miss Monnette Smith, daughter of W. T. Smith, switchman, gave two readings, one entitled "Mr. Eiseldolph and the Water Pipe," and the other, "The Brokenhearted Dutchman." Miss Ruby Bell, daughter of J. T. Bell, stores department, and Miss Geneva Conyers gave two vocal duet numbers, "Here Comes the Sun," and "You're the One I Care For." They were accompanied by George Garner. Miss Naomi Washburn, daughter of T. S. Washburn, brakeman, gave a violin solo, accompanied by Mrs. Washburn. The program was concluded with two male quartet numbers entitled "Going Home" and "I'm Alone Because I Love You." The quartet was comprised of C. V. Montgomery, Spearman Webb, Sanford Burney and John Green. Miss Dorothy Montgomery, daughter of C. V. Montgomery, was their accompanist.

Mr. Montgomery called the business session to order and it was moved by H. L. McDuffie that a committee be appointed to draw up new by-laws for the club. The motion carried and the following were appointed to the committee: K. P. Guin, H. L. McDuffie, Gordon Moore, P. H. Lillis, Walter Magers, O. M. Dunham and Clyde Ford. G. L. Oliver, traffic manager, Fort Worth, addressed the meeting, pointing out that when business in general recovers nearly all industries will very likely revive with it but that railroads, in addition to having a business depression to contend with, have also to overcome immense inroads by busses, trucks, pipe lines

and airplanes. The question as to whether or not this competition can be met may largely be answered by activity on the part of railroad employees generally, he said. Mr. Oliver's talk concluded the meeting.

Enid, Okla.

The meeting of the Enid Frisco Employees' Club held April 8 was attended by 55 members and visitors and was one of the most enthusiastic the club has had in many months.

The session was featured at the outset by a discussion of solicitation in which Ike Scudder, acting president; R. F. Hughes, traveling freight agent of Oklahoma City; and J. W. Maring, agent, took leading parts. F. C. Gow, assistant superintendent, made an interesting talk in which he suggested that the club should keep the business houses apprised of the number of employees working in Enid with a view of getting shipments in reciprocation. W. L. Hug-gins, Jr., director of publicity, St. Louis, Mo., made a talk on club work as a whole and called attention to the Springfield club which is making many worthwhile achievements both in solicitation and other activities. He strongly advocated that all clubs should adopt the practice of selecting employees familiar with rates, routings and competent to handle all phases of solicitation work for solicitation committees. He also told of the proposed store-door-delivery and stressed that each person employed by the Frisco is a potential solicitor and that for the preservation of jobs it is up to employees to get business.

Jerry Crowley, local attorney, who was also a guest at this meeting, pledged the support of himself and his associates to the Frisco cause and tendered his own personal service at any time legal authority might be needed by the club. L. W. Price, general agent, Oklahoma City, gave an instructive illustration for use in explaining why the two-cent rate is not effective in Pullman cars. A merchant, he related, had bought a round trip ticket under the low rate from Springfield to Kansas City and upon completing his business in the latter city decided to take a Pullman on his return and was quite disgruntled to find that he could not do so at the same rate. A Frisco representative, acquainted with the facts of the case, called upon the merchant later and asked him if he had two kinds of merchandise and had no sale on one of them, just what would he do? The merchant replied that he would have to cut the price on the merchandise that was not selling.

This, the representative advised, was the idea of Frisco Lines in cutting rates on coach fares since the company had been unable to sell many coach tickets. It was suggested in the meeting that this illustration be incorporated into a letter and put into the hands of all trainmen.

W. R. Brown, superintendent, was the final speaker. He stressed the necessity of all employes taking an interest in club work and attending meetings. He said that with the promise of store door delivery every man and woman in the employ of the Frisco should be ready to give their best effort to make it a success, stating that the willing assistance and co-operation of his office and all of its facilities was open to the club.

R. A. Worthington, brakeman, was elected president of the club just before the meeting concluded to succeed Ike Scudder, acting president. It was decided that another meeting should be called in the near future.

Pensacola, Fla.

The meeting of the Pensacola Frisco Employes' Club held March 2 was devoted to transaction of routine business. Nine members were in attendance.

The session was opened with the reading of lists of national and international conventions. This was followed by a discussion in which the conventions to which the club could solicit passengers were selected. A circular letter from C. H. "Uncle Charlie" Baltzell in connection with his proposed tour to Pensacola for boys was read and talked over by those present. Uncle Charlie also sent a message that he would be glad to stage a boxing bout at an early meeting of the club with two Red Caps from the St. Louis Union Station who specialize in a blow by blow reproduction of the Sharkey-Stribling match which took place in 1929 at Miami Beach, Fla.

A letter from W. L. Huggins, Jr., chairman of the Central Committee on Employes' Clubs, in connection with the traffic survey of the Pensacola district was read to the meeting and instructions were issued to all neighboring stations to complete this canvass at an early date.

The meeting was concluded with a discussion of solicitation featured by helpful suggestions by C. W. Miller, local agent, and W. H. Crow, general agent, and A. P. Matthews, assistant traffic manager, Memphis.

The Pensacola Club's meeting of February 20 was held jointly with

A Thought For Mother's Day

We who are plodding through the years
Along life's beaten way
Sometimes forget the road that leads
To Mother, old and gray.

Far from the press of maddening throngs
And clamor of the street
She sits and dreams that she can hear
The sound of baby feet.

Her thoughts are chiefly of the past
And in her memory
She sees us when we ran to her
For love and sympathy.

But now though we have motor cars
To take us where we will
How often do we speed to her
Who is our Mother still?

One hour spent with her each week
Would cheer her lonely life
Far more than some expensive gift
Would please husband or wife.

A Mother who has given much
Unselfishly for you
Asks nothing for herself except
Your love which is her due.

So if you still love her as much
As you did years ago,
The grandest thing in all this world
Would be to TELL HER SO.

—Ex.

Frisco Association of Metal Crafts and Car Department Employes with a total attendance of approximately 20.

The purpose of the meeting was to lay plans for the traffic survey of the Pensacola district which was being conducted at that time. The meeting was opened with a brief session devoted to routine business by the F. A. of M. C. and C. D. Employes with B. E. Spillman, president of the local, presiding. The meeting was then taken charge of by J. E. Payne, president of the Employes' Club, who called upon Mr. Watson of Watson, Pasco & Brown, local attorneys. Mr. Watson made an instructive talk in which he informed the meeting of the status of state laws and regulations on busses and trucks. Following this talk, the meeting was given over to planning for the traffic survey. Instructions were read and explained and each member present was given blanks and assigned territory to canvass.

Hugo, Okla.

The Frisco Employes' Club of Hugo, Okla., held a social meeting

April 9 which drew a splendid attendance. The program opened with a brief address by S. Kelton, the club's newly elected president, following which little Misses Ernestine Brewer and Gwendolyn Gibson each gave some very entertaining readings. The Melo Maniacs, a local dance orchestra, played several selections, and Dr. R. L. Jones, newly elected mayor of Hugo, made a brief talk.

Following the program, bridge tables were arranged for those who wished to play and the Melo Maniacs furnished music for dancing until 12:30. High bridge score for men was made by Mr. D. G. Gibson and Miss Dorris Reece had the high score among the ladies. Punch was served throughout the evening and the hall was attractively decorated with red bud and dogwood blossoms. Hostesses for the evening were Mesdames U. G. Knox, A. E. Hood, J. S. Person and D. W. Walker.

The session of the Hugo club held March 24 was called for the purpose of electing officers because of the

recent resignations of J. R. Finney, former president, whose hours of work prevented his attending meetings, and of F. T. Shannahan, former secretary, who was assigned to a position at Fort Smith, Ark.

V. A. Dufour acted as chairman of the meeting and began by calling for nominations. S. Kelton was elected president and Miss Ardelle Fraser, secretary. Paul Dodson was chosen as treasurer and W. P. Roberts was elected first vice-president. After a thorough discussion, it was agreed that a representative should be selected from each department to represent the employees therein in club affairs. The following were appointed, each to represent the group which follows his name: J. E. O'Neil, engineers; W. A. Reeves, firemen; M. K. Roberts, conductors; D. W. Wright, brakemen; W. N. Edson, telegraphers and dispatchers; Frank Kniff, mechanical department, and G. L. McDaniels, clerks. An entertainment committee to serve during the ensuing year was named as follows: V. A. Dufour, J. H. Davis and G. C. Campbell.

H. M. Cloud gave an interesting and helpful talk in the general discussion of solicitation which followed the elections and appointments. The consensus of opinion in this discussion was that club members have greater opportunities for soliciting business now than ever before.

Men's Club, St. Louis, Mo.

The luncheon of the Frisco Men's Club of St. Louis held March 25 in the Hotel Statler ball room drew an attendance of about 175 members and visitors and was featured by a program of interesting speeches and pleasing entertainment.

Mr. P. F. Drury, director of the Automobile Club of Missouri, who takes an especial interest in the promotion of safety on the public highways, made an instructive talk in which he pointed out how many driving hazards may be avoided. Judge Clyde C. Beck of the Domestic Relations Court was the other speaker on the program. Both talks were received with hearty applause and at their conclusion, Charlie Vourge, master of ceremonies at the Gingham Inn, sang several songs with Bob Anslyn's Frisco orchestra accompanying him. The orchestra provided its usual peppy popular music during the meal.

St. Louis Terminals

The meeting of the St. Louis Terminals Frisco Employees' Club held March 26, was attended by about 40 persons and was marked by interesting talks and an enthusiastic discus-

CLUB FORMED AT ELDORADO

The resident employees of Eldorado, Okla., assembled on March 11 for the purpose of forming a Frisco Employees' Club. Ten employees attended the meeting and W. L. Lane, veteran section foreman and former president of the Veteran Employees' Association, was elected president of the new organization and R. Baskett, local agent, was chosen as secretary.

Plans were laid in the session to strive in every way possible to increase the efficiency of the company's service to local shippers, and Mr. Baskett announced that February ticket sales there showed an increase of about 25 per cent in revenue over January. One hundred forty-nine tickets were sold there during February in comparison with 50 during January. A discussion of store-door-delivery of freight was conducted in this meeting and it was announced that changes in passenger train schedules were under consideration.

sion of solicitation. Among the visitors at this session were O. N. Watts, assistant superintendent; Hobart Conley, agent at Cheltenham Station; W. L. Huggins, Jr., director of publicity; Harrison Will, division freight and passenger agent, and John Brennan and George Malone, freight solicitors.

A report on solicitation work made by John Daniels, president of the club, showed that members had secured excellent results from their work along this line since the last meeting. Mr. Conley announced that he had learned of companies that contemplated entering the oil distributing business and Mr. Malone said that he would call upon the officials of these concerns in an effort to secure their business. Mr. Watts spoke on the operation of the Rolla sub-division, praising the employees there for their co-operation, and Mr. Huggins made a talk in which he dealt principally upon the taxes paid by railroad companies and Frisco Lines in particular for the support of cities, states, schools and even highways over which the busses and trucks compete with rail lines. Mr. Will spoke about passenger traffic, requesting that club members inform his office when they have information on persons planning trips. He said that should anyone learn of a group of ten or more taking a trip he could arrange a low rate for it.

Men's Club, Springfield, Mo.

The business session of the Springfield Frisco Men's Club held April 7 was devoted almost entirely to dis-

cussion of methods for securing more business. About 75 members, including three from out of town, were in attendance.

Interesting and instructive talks were made by O. W. Bruton, T. B. Coppage, G. M. Forrester and G. H. Jury. It was announced that through the courtesy of the Mid-Continent Petroleum Corporation a talking picturing in colors entitled "Petroleum" would be shown at the next session of the club.

Springfield, Mo.

The Frisco Girls' and Men's clubs of Springfield lent their support toward raising a fund to provide a site for the proposed United States Hospital for the criminal insane at Springfield by giving a minstrel in the Pipkin Junior High School there on the evening of March 10.

The entertainment was arranged by a committee comprised of Theda Pyland, Alta Hicks, Helen Aldrich, C. J. Stephenson, J. K. Gibson and A. B. Sherwood, with Miss Virginia Hasler and F. L. DeGroat acting as chairmen. It was attended by approximately 600 and netted \$100. Because the time for raising the money was limited, the clubs enlisted the aid of the Fifty-fifty Sunday School class of the Springfield South Avenue Christian Church, which includes a number of Frisco employees. The class permitted use of the acts from their annual minstrel. Among Frisco club members having prominent parts were George V. Kirkham, R. D. Gilbert and George Roop.

Fayetteville, Ark.

Election of officers was chief business transacted at the meeting of the Fayetteville club. J. L. Price, express agent, was chosen for the presidency and W. E. Stafford, engineer, was elected vice-president. Clyde Paris, clerk, was elected secretary and Lee Shears, express clerk, treasurer. All were elected unanimously, and all present pledged hearty support of the club during the ensuing year.

Tulsa, Okla.

Reports on traffic tips and other solicitation activities constituted the greater part of the business transacted at the meeting of the Frisco Employees' Club of Tulsa held March 20 with about 30 members in attendance.

Reports made in this meeting showed that members had been quite active in securing both passenger and freight business since the last session. A resolution providing a change in the by-laws of the club was submitted in this meeting. It read as follows:

BE IT RESOLVED: That Article 4 of Section 2 which reads: "Nominations for elective officers shall be made by a committee of five to be appointed by the president, and the committee shall select and place in nomination not less than two nor more than three candidates for each of the elective offices,"

BE CHANGED TO READ: "All elective officers shall be elected by paper ballot without nomination. If there be no election on the second ballot, all except the two highest shall be eliminated." It was agreed that the resolution should be voted on at a meeting set for April 17. Mrs. W. P. Kent was appointed chairman of an entertainment committee to arrange a dance to be held the week of April 6. A guest at this session was T. U. Young, special representative to general manager, and brother of O. L. Young, superintendent of terminals at Tulsa. He made a brief talk in which he expressed pleasure at having an opportunity to attend the meeting. O. L. Young also made a short talk. He urged greater attendance at meetings and requested that each member bring one or two more employees to every session. All present were asked to make a special effort to have a large crowd at the session of business and entertainment planned for April 17.

Kansas City, Mo.

The dance given by the Frisco Employees' Sunnyland Club of Kansas City at the Winter Garden Ball Room there drew an attendance of 450 persons, including club members, their families, traffic representatives from industries in the Kansas City territory, and visitors from neighboring towns, and was featured by a radio broadcast of the dance music over Station KWKC from 10:30 p. m. until midnight. Since the territory on the Northern division from Kansas to Paola, inclusive, has been taken into the Sunnyland club to enable the employees in that territory to become active in club activities, they were notified of the dance and a number of them attended.

Blytheville, Ark.

Election of officers was the principal matter handled by the Blytheville Frisco Employees' Club at its meeting of March 24, which was attended by fifteen members.

S. Mosley was chosen for the presidency and Ed Foster, secretary-treasurer. F. W. Carlock, retiring president, expressed his appreciation to the club for the support given him during his administration. E. F.

Frisko's Exhibit at Okmulgee, Okla., Exposition



The photograph above shows the attractive Frisco exhibit which welcomed visitors at the Industrial Exposition, held March 23-27 at Okmulgee, Okla. Every business house in Okmulgee was represented and the Frisco display was one of the most attractive. Agent G. A. Brundidge has expressed his thanks to Vice-President Worman for loaning the miniature locomotive; to the publicity and advertising departments for sending necessary literature; to the agricultural department which furnished the scenes along the Frisco's right of way, and to members of the Frisco Employees' Club, who were untiring in their efforts to fit the booth up in a most attractive way.

Blomeyer made a brief talk on bus and truck competition and outlined in detail the instructions for the traffic survey of the Blytheville district which was being conducted at that time. J. L. Mumma, assistant superintendent, talked on bus and truck competition and urged all present to secure new members for the club. It was agreed in this session that Mr. Carlock should make the survey of all stations in the Blytheville district north of Blytheville and that Mr. Blomeyer should canvass the stations south of Blytheville. It was decided also that the club should have two meetings each month.

Muskogee, Okla.

The regular meeting of the Muskogee Frisco Employees' Club held February 26 was of especial interest

and benefit to all who attended. Forty-one members and seven visitors were present at the session.

H. M. Hammers, president of the organization, made a report on the traffic survey of the Muskogee district which was handled by the club and thanked all of the sub-committee members who conducted the canvass in the various towns of the district. He also asked all employees to watch for new business constantly and to report all tips to the traffic department for handling.

F. E. Brannaman, assistant superintendent, spoke to the meeting and urged employees to secure all business possible. Interesting talks were made also by C. L. E. Orton, Lee Bean, L. C. Briggs, Mr. Estes, Mr. Parrot, George Irby and T. E. Walker.

Locomotive 72 and The K. C. F. S. & M. Office Force at K. C., Mo., in 1891



Some of the Frisco's oldtimers will find several familiar faces among those which appear in the photograph above, taken in Kansas City about 1891. The men shown in it comprised the office forces of the Kansas City, Fort Scott and Memphis road's mechanical and stores departments and Locomotive 72, which served as a background, was one of the best passenger engines at that time. The old coal chutes that appear back of the locomotive were later destroyed by fire and have been replaced by a modern coaling plant.

Appearing in the bottom row, left to right, are: (standing) McNeil; (sitting) J. S. McCrum, superintendent of motive power, now deceased; E. W. McGrew, general storekeeper; next man unknown; J. E. Ford, now of Glendale, Calif.; B. B. Brain, now purchasing agent, Kansas City Southern; next man unknown; J. L. Green; W. H. Potter; Fred B. Day, time-keeper, and (standing) Wood.

Upper row, left to right: A. K. Brain; next man unknown; C. H. Boyer; D. L. Avery; next man unknown; J. B. Mackoy, deceased; Thompson, deceased; Theo. Vogetli, mechanical draftsman; next man unknown, and W. M. Myer.

Mr. Hammers read two circulars sent out by S. T. Cantrell, superintendent, covering laws enacted during the past year in Arkansas and Oklahoma on busses and trucks. These laws were thoroughly discussed and all agreed to bend every effort toward seeing that they are enforced. The session was concluded with a report on tips turned in during the month preceding the meeting which showed that members had obtained good results in that line of club activity.

Arkansas City, Kan.

The meeting of the Arkansas City Frisco Employees' Club held March 19 was attended by seven members and was given over to talks on solicitation. Instructive talks and suggestions were made by Roy Givens, John Silverd, W. W. Epperson and H. R. Smyer.

Fort Scott, Kan.

E. E. Swafford, president of the Fort Scott Frisco Employees' Club, opened the meeting of that organiza-

tion held March 13 by distributing posters advertising the Frisco's two-cent-a-mile passenger rate and instructed members to display them in conspicuous places. The session was attended by 21 member.

T. W. Moreland, chief clerk to the division superintendent, made an interesting talk in which he urged employees to be on the alert for prospective business, particularly emphasizing the desirability of reporting tips on all construction work. E. F. Tillman, general livestock agent, also spoke, dealing principally with truck competition in handling shipments of livestock. It was reported in this session that a wire had been received from E. E. Carter, assistant superintendent of Neodesha, Kan., who was in Topeka at that time, announcing that a bus and truck regulation bill which would afford some measure of relief to railroads, had passed the House of Representatives in the Kansas Legislature.

L. E. Rhyne, section foreman, Ar-

cadia, Kan., called attention to the programs on bus and truck competition from radio station KWKH of Shreveport, La. It was suggested that the club arrange an entertainment in the near future and Mr. Swafford requested that members think this matter over and make their wishes known to club officers in the next few days. E. A. Miller, general agent, gave a report on the traffic tips turned in since the last meeting of the club. The next session was set for the second Friday in April.

Cape Girardeau, Mo.

The business session of the Frisco Employees' Club of Cape Girardeau, Mo., which followed a safety meeting there April 2, was attended by 15 members and one visitor, J. H. Livingston, milk traffic agent, who was the chief speaker at the meeting. Mr. Livingston spoke on traffic matters principally, pointing out the desirability for switching in such a way as to prevent damage to freight or personal injury.

Rogers, Ark.

The Frisco Employees' Club of Rogers, Ark., unanimously approved a circular letter stressing the part of Frisco Lines in the community at the regular meeting of the club held March 17, with 18 members in attendance. The letter pointed out that the company had for 50 years been a leading taxpayer, paying \$32,839.57 in the county during 1930 and in addition had been responsible for a payroll of \$52,300 in and about Rogers during the same year. It also called attention to fast freight schedules and the Frisco's two-cent-a-mile passenger rate.

S. T. Cantrell, division superintendent, was the chief speaker at this session and a number of talks were made by members of the club. The meeting was concluded with the reading of letters reporting traffic tips from out-of-town members of the club.

Memphis, Tenn.

The meeting of the Greater Traffic Committee of the Memphis Frisco Employees' Club held April 8 was attended by 25 members and was given over almost entirely to reports on solicitation work. Reports made in this session showed that nearly every member present had secured business, tips or both.

W. F. Corkery called attention to a notice on the bulletin board giving lists of conventions and urged all to familiarize themselves with the information contained therein for use in solicitation work. Gordon Robertson announced that the Frisco ball club had entered the M. A. A. for the coming season and would play on Sunday afternoons in Hodges Field. S. L. Oliver reported that the Sixteenth District Rotary Club convention would be held in Memphis April 27 and 28. The next meeting was set for the second Wednesday in May.

Fort Scott, Kan.

The Fort Scott Frisco Employees' Club's session of April 10 was attended by twenty members and dealt chiefly with solicitation and competition by highway carriers.

J. W. Slaughter, agent, Railway Express Agency, reported that the express business at Fort Scott was running well over \$500 a month, the figure set as a goal at an earlier date. He also gave a clear explanation of the new bus and truck laws that are to go into effect the first of July this year and suggested the club appoint a committee to meet with the local members of the Frisco legal department and familiarize themselves with

USES AUTO TO AID PATRON

Virgil Holland, station helper, Liberal, Mo., won a staunch booster for Frisco Lines recently and at the same time set a splendid example of courtesy and accommodation to a patron.

On the morning of March 16, Mrs. Ethel Parrish, who was called to Litchfield, Ill., on account of sickness, reached the station at Liberal just in time to see No. 103 pulling out. Holland, however, who has the true spirit of Frisco helpful service, promptly volunteered to drive her to Lamar in an effort to overtake the train, provided the dispatcher could hold the train a few minutes. He called the dispatcher who consented to do this, and took the passenger to Lamar in his automobile, arriving there in time for the train which was delayed but five minutes in waiting for the passenger. Needless to say Mrs. Parrish was very grateful, and demonstrating the company's appreciation of an act of exceptional courtesy by an employee, W. H. Bevans, Holland's superintendent, awarded him ten merits.

the provisions of the legislation.

E. A. Miller, general agent, made a report on traffic tips turned in by members since the last meeting. He also reported that a rubber company there had changed management recently and had issued instructions that all shipments move by rail. He urged all employees to give their best efforts in meeting the competition of highway transportation. C. K. Sims, assistant superintendent, made a brief talk in which he asked all employees to feel free to call upon him at any time they had suggestions for securing business. The next meeting was set for the second Friday in May.

Chaffee, Mo.

A discussion of methods for securing larger attendance at meetings was the major matter before the meeting of the Chaffee Frisco Employees' Club, held April 9.

E. P. Olsen, assistant superintendent, who was recently transferred to Chaffee from Hugo, was a visitor at the session and spoke to the meeting on the methods used by other clubs in securing attendance. H. Hopkins, president of the club, who has aroused a great deal of enthusiasm in club work at Chaffee during his administration, tendered his resignation in this meeting, because his assignment of working hours prevents his taking part in meetings. W. L. Ferguson, of the engineering department, was elected to serve the remainder of Mr. Hopkins' term. Miss Mary Ferrell

was forced to resign also because she has recently been transferred to a position at Blytheville, Ark. Clifford Peacher, of the car department, was elected to fill the vacancy. Following reports on solicitation work the meeting adjourned. The next session was set for April 23.

Willow Springs, Mo.

T. W. Blain and J. D. Reeves, roadmasters, were the chief speakers at the meeting of the Willow Springs Frisco Employees' Club, held April 14. Both made talks on solicitation and bus and truck competition.

There was a general discussion on legislation regulating busses and trucks and it was suggested that a statement showing the number of employees in Willow Springs and the monthly pay roll be drawn up and placed in the hands of each merchant there. E. D. Abbott and F. R. Livingston were appointed as a committee to compile this information. The next session was set for May 12.

Sapulpa, Okla.

The Frisco Employees' Club of Sapulpa, Okla., entertained with a St. Patrick's dance at the Elks' Club there March 16. Approximately 150 couples were in attendance and the music was furnished by the Tulsa Serenaders.

The proceeds from this affair which amounted to \$50 were donated to a local charity organization.

The Sapulpa club gave a benefit bridge party in the Sapulpa Harvey House dining room on April 10. The hostesses were Mrs. Beeler, wife of D. R. Beeler, engineer, and Misses Jennie Aitchison and Lois Flanagan.

First prize for the ladies was won by Mrs. Jewell, wife of G. T. Jewell conductor, and second prize went to Mrs. L. J. Conway. First prize for the men was won by Edgar Maggi and J. R. Drit, agent, won second prize. Mrs. White, wife of O. R. White, conductor, Mrs. Beeler and Mrs. J. A. MacMillan, ticket clerk, were among the leaders who made this party a success.

Wichita, Kan.

Election of Don Frye as secretary succeeding E. H. Pumphrey who resigned from that office recently, was among the important matters handled at the meeting of the Wichita Air Capital Frisco Employees' Club held April 13.

Much of the discussion in the session was given over to solicitation and H. E. Morris, assistant general freight and passenger agent, read a letter from C. O. Claiborne, secretary of the club at Clinton, Mo., telling of the

resultful solicitation work being done there. Discussion brought out that considerable business had been secured at Wichita. S. P. Haas made a report, giving information on the minimum weight for livestock and on the stop privilege to allow for completion of loading. He pointed out that this privilege should mean more business for railroads. H. A. Baker, Jr., soliciting agent, suggested the Club should try to have a larger attendance at meetings. He expressed the belief that good results could be obtained by having the department heads verbally notify employees under them of meeting dates, this to be done in addition to the written notices that are sent out ordinarily. The suggestion was put into the form of a motion and was carried. A brief talk by J. P. Sheehan, retired roadmaster, concluded the session.

Girls' Club, St. Louis

The March luncheon of the Frisco Girls' Club of St. Louis was held in the Ivory Room of the Jefferson Hotel on March 26 with an approximate attendance of 138 members.

Following the dinner, representatives from the Hamburg-American Steamship Line of St. Louis provided a group of travel films to the enjoyment of the club members. Points visited in the travel tour included Haiti, Porto Rico, Panama and Jamaica. Preceding the luncheon and during the film, Bob Anslyn and his Frisco orchestra entertained with popular selections.

After the presentation of the travel film, Miss Dickie Dickson gave two delightful vocal solos, accompanied at the piano by Miss Valmeta Grund. Messrs. F. H. Hamilton, S. S. Butler, and Col. F. G. Jonah made short addresses to the club and Miss Ila Cook, a visitor from the Chaffee Club, was introduced to the club members.

Ladies' Auxiliary, Kansas City, Mo.

One of the most enjoyable card parties of the season was given by the Ladies' Auxiliary to the Frisco Employees' Sunnyland Club of Kansas City, Mo., April 15. The affair was under the direct supervision of Mrs. W. B. Berry, president of the organization, and was attended by 164.

First and second prizes were awarded at each table and door prizes were given. Refreshments consisting of brick ice cream and cake were served by the hostesses who were Mesdames Morgan, Swartz, Burch, Batchelor, Ehni Breedlove, Gray and McCaffrey.

The Ladies' Auxiliary to the Sunny-

PRAISES FRISCO SERVICE



Miss Cyrena Van Gordon, prima donna of the Chicago Civic Opera Company, was a guest on the Frisco's Meteor out of St. Louis on March 23, en route to Tulsa, where she appeared in a recital sponsored by the Civic Music Association of that city. Her recital in Tulsa was a decided success and she returned on Frisco No. 4, March 25th, and was most complimentary of Frisco service and courtesies extended her by the train crews on both The Meteor and No. 4. The accompanying photograph of Miss Van Gordon was taken as she boarded the train at Tulsa for her return trip.

land Club of Kansas City held a card party in the Women's Benefit Association's club rooms there April 7 with about 50 members and guests in attendance.

The meeting was called by Mrs. W. B. Berry, president of the Auxiliary and hostesses for the afternoon were Mesdames Highfill, Estep, Hamilton, Davis and Combs. Bridge, pinochle and bunco occupied most of the session at the conclusion of which Mrs. Bartlett and Mrs. Burns were awarded prizes for high scores in bridge, and Mrs. Schmitz and Mrs. Dwoark won the prizes in pinochle. Bunco prizes went to Mrs. Linderman and Mrs. Wells. Door prizes were won by Mesdames Gray, Chambers, Kane, Batchelor, Davis, Green, Dwoark, Schmitz, Farhart, Ulreich, Colbin and

Combs. Refreshments consisting of sandwiches, orange sticks and coffee were served by the hostesses.

Henryetta, Okla.

Solicitation and highway competition were the subjects before the meeting of the Henryetta Frisco Employees' Club, held April 14, with nine employees and one visitor present.

F. A. McClaren, president of the club, began the meeting by pointing out the need for solicitation efforts by employees and urging all to attend meetings. H. F. Delozier, traveling freight and passenger agent, spoke to the meeting on the competition of unregulated carriers, stating there had been a noticeable improvement in merchandise movements since the clubs had begun their concentrated drive against trucks.

Clinton, Okla.

Solicitation was the theme of the meeting of the Frisco Employees' Club of Clinton, Okla., held April 7, with fourteen present.

The discussion in this meeting occupied about two hours, with instructive talks by J. E. Kerr, president of the club, E. O. Daughtrey, assistant superintendent; A. J. Wingert, traveling inspector of the Western Weighing and Inspection Bureau, Oklahoma City; and T. F. Jones, roadmaster. Mr. Kerr spoke chiefly on the aims of the club and the purpose of the meeting and Mr. Daughtrey's talk was devoted mostly to business conditions. Mr. Wingert discussed taxation and Mr. Jones urged members to secure all business possible. The meeting closed at 9:35 p. m. with all in agreement that the club should hold sessions more often in the future.

Blytheville, Ark.

Thirty members attended the meeting of the Blytheville Frisco Employees' Club, held April 16, one of the most enthusiastic that organization has had in many months.

S. Mosley, recently elected president, spoke to the meeting on the importance of solicitation work and appointed a solicitation committee comprised of the following: R. R. Brown, A. P. Smith, Ed. Foster, E. E. Smith, and Jack Weber. This was followed by brief talks by Ed. Brand, division engineer; H. G. Harmon, roadmaster; E. F. Blomeyer, agent; and M. T. Moon, cashier. Plans for a club fish fry to be held at Luxora, Ark., were discussed in this session and it was decided to have tickets printed to sell for twenty-five cents each. No definite date for the affair was set, however.

SWATTING PER DIEM!

Employees over the entire system are striving to save per diem, as the examples of several outstanding cases of rapid handling, which follow, show.

E. A. Teed, superintendent of terminals at Birmingham, reports that at 3:30 p. m., March 22, car Sou-111561, loaded with coal for Pratt City, Ala., was delivered to Frisco Lines by the Southern Railway at Birmingham and moved out in the first train going to Pratt City, which was the Bessemer run, leaving East Thomas at 7:30 a. m., March 23. The car was set out for unloading at Pratt City at 8:30 a. m. on that same day and was unloaded by 1:30 p. m. It was picked up by the Bessemer run on its return from Bessemer Branch at 2:40 p. m. and moved to East Thomas. It was delivered to the Southern Railway at 10:40 p. m. that evening, the entire handling of the car costing the company but \$1 per diem.

At Springfield, Mo., Car M-K-T 46615, loaded with cattle for the Springfield Packing Company, arrived at 11:10 a. m., March 17, was unloaded and moved in train 136 to Fort Scott for delivery to the M-K-T, leaving Springfield at 2:45 p. m., March 17.

On March 17, Car Santa Fe 51615 and nine other Santa Fe cars loaded with cattle for Beaumont, Kan., were received from the Santa Fe at Wichita. They were moved to Beaumont on No. 332 where they were unloaded and then moved empty to the Santa Fe at Severy at 9:05 p. m. the same day they were received. These cars moved 66 miles and cost no per diem.

J. L. Stinson, agent at Rogers, Ark., effected some very speedy handling of foreign equipment on March 25, when Car MP 46209 arrived there at 2:00 a. m. in Train 734. The car was unloaded and returned to Van Buren in Train Extra 4007 at 10:35 p. m. on the same day it was received.

P. E. Pender, agent at Steele, Mo., reports that Car MP 61628, loaded with coal for Weaver & Garret of Steele, was loaded at Orient, Ill., March 25 and was delivered to Frisco Lines at Delta by the Missouri Pacific, March 26. The car was received at Steele at 3 p. m., March 27, and placed and delivered to the consignee at that time.

V. L. Banks, agent at Hiwasse, Ark., reports that Car NP 6469, loaded with 80 barrels of lime sulphur, was billed out of Kansas City, March 16, and was received at Hiwasse at 9:20 a. m. in Train 759, March 19. The consignee was notified and unloading was started immediately. The car moved back to Rogers in Train 758 at 2:10 p. m. on the same day it was received.

On March 24 at 2:30 p. m. a firm in

Old Timers Honored at Sapulpa



Photo courtesy Tulsa World

APPEARING in the accompanying photograph are the honor guests of the banquet which Division 578 of the Brotherhood of Locomotive Engineers gave at Sapulpa, March 16, as a mark of tribute to W. L. Miller and P. F. Geraghty, veteran Frisco engineers, who were retired recently. In the lower row, from left to right, are George Salsman, a retired engineer, who came from Springfield to attend the banquet, and Mr. Geraghty and Mr. Miller, both of whom live in Sapulpa. The upper row, reading from left to right, includes Al Geyster, Monett, Mo.; J. W. (Uncle Bill) Morrill, Pacific, Mo.; P. J. (Pat) Lillis, Sherman, Texas, and F. D. Davis, Monett, Mo., all pensioners.

Featured on the banquet program was the presentation to Mr. Miller of a "40-Year" badge in recognition of his conscientious service and unbroken affiliation with the B. of L. E., and the presentation of a leather billfold to Mr. Geraghty as a token of regard from the organization. The awards were made by "Uncle Bill" Morrill.

Mr. Miller began his railroad career on the Santa Fe in 1897, joining Frisco Lines in 1898. He came to Sapulpa in 1901 and has lived there since. He was on a passenger run from 1914 until retirement. He is secretary of the Sapulpa division of the B. of L. E.

Mr. Geraghty started with the Union Pacific in 1882, as a member of a floating gang. He worked on several other roads and came to Frisco Lines in February, 1907, as an engineer on the Southwestern division, serving in that capacity until retirement, June 5, 1930.

The banquet, which was prepared by the G. I. A. auxiliary of the B. of L. E., was attended by about eighty persons. Jimmie Turriff, chief engineer of the division, was toastmaster, and J. W. Bowley of Springfield, general chairman of the general committee of adjustments, addressed the gathering on the "Importance of Maintaining the Brotherhood's Pension System." Robert Francis, traveling engineer, Tulsa, Okla., also made a brief speech in honor of the "grand old men" of the road.

Memphis called the Warren Fish Company of Pensacola, saying if a car could move out of Pensacola in time to reach Memphis the next day, they would give an order for a car of fish. This information was relayed to the traffic department, which advised the Warren Fish Company that the move-

ment could be arranged and the order was accepted. An empty refrigerator car was placed for loading at 3:20 p. m. and the loading was completed at 5:10 p. m. It was pulled out by a switch engine and moved on Train 938 at 6 p. m. to reach Memphis by 5 p. m., March 25.

FOR MERITORIOUS SERVICE

NORTHERN DIVISION

March 17—Chas. Newton, trainmaster, Lenexa, Kan., was informed by a passing motorist that two telephone poles were burning. He took lantern and bucket and extinguished flames. Commended.

March 13—W. Wicker, section foreman, Joplin, Mo., found a brake beam down on Missouri Pacific Car 120807 near Webb City and notified train crew. Five merits.

March 24—S. A. Jackson, engineer, roundhouse, Kansas City, found a brake beam down on Car SF 148541. Commended.

March 16—Virgil Holland, station helper, Liberal, used privately owned automobile to help passenger make connection with a train she had missed. Ten merits.

April 6—C. S. Roberts, agent, Girard, Kan., called section foreman to repair switch which had been damaged by a runaway team and protected No. 118 while switch was repaired. Ten merits.

March 25—A. J. Rhoads, conductor, Fort Scott, Kan., inspected Car SF 86959 at Cherokee and found that it was a car of slack instead of a car of company coal for Beaumont as it was listed, then had the operator call Pittsburg and found that it was commercial coal for Strauss. Five merits.

April 1—Dave Devol, section foreman, Hammand, Kan., noticed a brake beam dragging from car in Train 141 and flagged the train. Five merits.

SOUTHERN DIVISION

March 14—J. D. Holland, brakeman, Thayer, Mo., was on second 136 and noticed brake beam down on Car SF 146266 in X-4107, South, as that train headed into a siding at Willow Springs for his train and notified the crew on X-4107, South. Five merits.

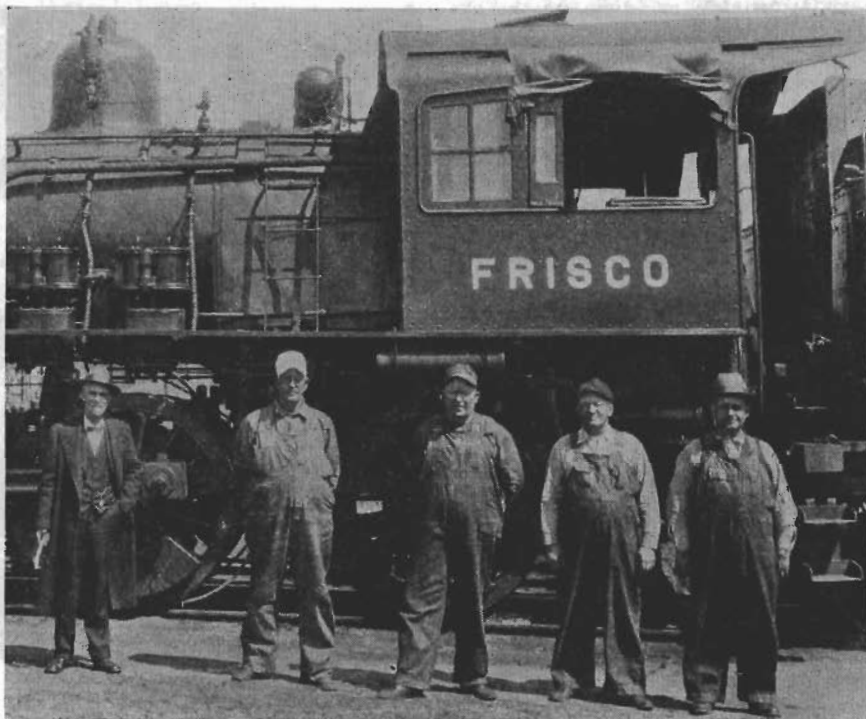
April 9—R. A. McClelland, operator, Turrell, Ark., noticed front trucks sliding and all brake shoes hot on box car in Train No. 136 as it passed Turrell. Commended.

March 21—John Fennel, colored brakeman, Pratt City, Ala., found brass hub plate at Bergens and carried to the engine. The plate was carried into Birmingham and used again. Commended.

WESTERN DIVISION

E. D. Osborn, cashier-operator, Cordell, discovered broken rail on passing track at Main street crossing and

Here is 1,071 Pounds of Man-Power



THE picture above represents 1,071 pounds of man-power and 119 years of service in the Frisco's local crew on trains 54 and 55, between Clinton and Springfield, Mo. Each of the men in the picture, with the exception of E. P. Wirth, brakeman, freight and passenger conductor, weighs over 200 pounds.

From left to right they are: E. P. Wirth, 32 years' service, weight 160 pounds; E. H. Fuller, engineer, 29

years' service, weight 260 pounds; A. W. Liffie, fireman and extra engineer, 19 years' service, weight 230 pounds; C. S. Kline, brakeman and freight conductor, 21 years' service, weight 212; Geo. Church, brakeman and freight conductor, 18 years' service, weight 209 pounds. Both Mr. Kline and Mr. Church served in France during the World War in the capacity of train conductors on French railroads.

notified section foreman. Five merits.

February 18—C. E. Jones, brakeman, Enid, found rail partly turned over on a curve while on Train 661. The rail partly turned over under the train which was moving slowly and an accident was avoided. Section men were notified and repairs made. Five merits.

RIVER DIVISION

February 23—R. R. Owens, brakeman, detected broken arch bar on CBQ 15510 while brakeman on Train 835. Commended.

A. Tipton, conductor; B. McCammon and R. G. Stackhouse, brakemen; Geo. Aubuchon, engineer and Chas. Stucker, fireman, repaired train line on SF 147265 while section forces unloaded cinders and avoided delay. Five merits each.

February 22—Ray Smith, section foreman; Virgil Collier, section laborer; Ewing Helms, trainmeeter and

R. F. Ludwig, agent, all of Biggers, Ark., assisted in fighting fire which damaged SF 40646 at Biggers. Commended.

February 24—Frank Morgan, dispatcher, Chaffee, had No. 806 stop at Oran, Mo., so that engine could go to a mill there and get all loads and empties, placing them at the north end of passing track, thereby avoiding damage by fire which destroyed a milling company's power plant there. Commended.

February 24—Chas. Stroud, conductor; L. S. McConachie, engineer; J. P. Slaughter, fireman, Guy Smith, brakeman and Finis Barnes, porter, assisted in moving cars to prevent damage by fire at Oran. Commended.

CENTRAL DIVISION

March 29—Parley Yaw, engineer, gave valuable service at a derailment while off duty. Ten merits.

"TED" BANISTER PROMOTED Becomes Traffic Manager at Birmingham, April 15.

WITH a view to strengthening the Frisco's soliciting forces at Birmingham, S. S. Butler, general traffic manager announced that, effective April 15, D. F. McDonough, traffic manager at Birmingham, was promoted to executive general agent, with T. H. Banister, formerly general agent at Memphis, appointed in Mr. McDonough's place at Birmingham. J. E. Springer, assist-



T. H. BANISTER

ant traffic manager at Birmingham, was appointed division freight and passenger agent at Joplin, vice W. L. Coleman, resigned from the service. M. W. Dunkin will take Mr. Banister's place at Memphis.

Mr. McDonough entered the service of the KCM&B railroad in 1895. He was advanced five years later to traveling freight agent at Atlanta, Ga., then to commercial agent at Birmingham in 1905; division freight agent in 1909 at the same point, and inspector of transportation at Springfield in 1918. From March, 1920, to May, 1928, Mr. McDonough served as division freight agent at Joplin, Mo., and was appointed to the position of traffic manager at Birmingham, October 15, 1928.

Mr. Banister came to the Frisco on July 1, 1924, as a soliciting freight and passenger agent at Wichita, Kansas. He was sent to Memphis in September, 1927, made commercial agent there in May, 1928, and promoted to general agent in October, 1928. Prior to his service with Frisco Lines he

W. S. Merchant Promoted to Assistant General Traffic Manager

MR. W. S. MERCHANT, who was appointed passenger traffic manager of Frisco Lines on September 15, moved up another step in the organization on May first, when he was made assistant general traffic manager. Announcement of his appointment to the new position was made by S. S. Butler, general traffic manager, just seven months and fifteen days after his elevation to the passenger traffic managership.

Mr. Merchant will continue to direct the activities of the passenger department, but will also assist Mr. Butler in handling the duties evolving upon him from the freight department.

Since 1909, when he became traveling passenger agent for Frisco Lines out of the New York City office, Mr. Merchant has had a wide and varied experience in both the freight and passenger departments of the railroad. He served as district passenger agent at Cincinnati prior to the World War, and was director of transportation for the eighth federal reserve district at St. Louis during the Liberty Loan organization of war times. At the close of the war, he returned



W. S. MERCHANT

to Chicago as general agent, and became general eastern agent at New York City in 1923, serving there until his promotion to passenger traffic manager of the company in St. Louis, on September 15, 1930.

had a general banking and sales experience and just before his connection with the Frisco he was with the Federal Match Corporation of New York City and represented them in several large American cities. He is a World War Veteran, having served for 13 months in the medical department and was discharged as a first class sergeant. He is a native of Springfield, Mo., where he was born in 1896.

Mr. Springer entered the service of the old KCFS&M Railroad on March 1, 1898, as a night operator at Mountain Grove. He became soliciting freight agent at Oklahoma City in 1903; industrial agent in St. Louis from 1910 to 1913 and had considerable industrial and development work for the Frisco from that date until March 1, 1920, when he became division freight agent at Tulsa, Okla. He was transferred to Atlanta, Ga., in 1920 as general agent in the freight department and served there until October 15, 1928, when he was appointed assistant traffic manager at Birmingham.

Mr. Dunkin, formerly in the local freight office at Memphis, was appointed soliciting freight agent, September 1, 1924. He was made traveling freight agent September 1, 1927, and on October 16, 1928, was made

traveling freight and passenger agent.

Mr. J. W. Mahanay succeeds Mr. Dunkin, and enjoys a wide acquaintance in Memphis and the adjacent territory. He came to Memphis about seven years ago from St. Louis, as chief clerk in the Frisco's passenger office. When the freight and passenger offices were consolidated, he was made traveling freight and passenger agent. He is active in civic and fraternal affairs and served one year as monarch of Mazda Grotto.

ENGLAND TO KANSAS!

Frisco Lines recently played the part of an important link in a transportation chain responsible for the speedy movement of an Adams filter from York, England, to Columbus, Kan., for use in a sewage plant there.

The filter left Liverpool, England, on the steamship "Cedric" February 28 and arrived in New York March 11. It cleared the customs there and was billed out of New York in Car DLW 66203 March 16. The movement slip shows that it was received from the terminal in St. Louis at 10:15 a. m. March 19 and arrived in Columbus at 11:20 a. m. the next day and placed on the team track there the day received.

PICK CAMPING SITE

St. Louis Grotto Buys 1,400 Acres in Phelps County on Frisco

CAMP sites in the Ozarks along the Frisco's right of way have always been considered among the most beautiful in this part of the country. The fact that this country makes an ideal site for a fishing and hunting lodge was further emphasized when members of the Alhambra Grotto of St. Louis, a social organization of the Masonic Order, took a trip over Frisco Lines with members of the Frisco's passenger department and selected 1,400 acres in Phelps County, 114 miles from St. Louis as hunting and fishing grounds.

The site was selected after this group had made an extensive tour of the Ozarks and each member was most complimentary and enthusiastic over the purchase.

The land was acquired from four owners for \$20,000. The Little Piney River runs for a mile and a half through the tract. Into this the Izaak Walton League will dump from 30,000 to 60,000 game fish, hatched in nearby preserves, and a number of wild turkey will also be released on the 1,400 acres.

Two buildings which housed Union troops during the Civil war will be used as temporary quarters for members who wish to take advantage of the hunting and fishing privileges of the club. The buildings are now being made over into comfortable lodges. At a later date, a number of small cabins will be erected.

The land is well timbered with the exception of about 200 acres. Part of it will be cultivated and it is understood that an airplane landing field will be located on the cleared ground. Damming of tributary streams will create a number of ten-acre lakes.

The Alhambra Grotto has about 5,000 members and was founded in 1913. The main office of the organization is at Grand boulevard and Magnolia avenue. This building will be retained.

RECIPROCITY!

That courtesy and good service pay big dividends is axiomatic, but it would be difficult to find an instance in which the effectiveness of courteous service is more tangibly demonstrated than in the example set forth in the correspondence between C. L. Leiss, manager of the grain department of the Shellabarger Grain Products Company of Decatur, Ill., and Harrison Will, division freight and passenger agent of St. Louis, which is outlined below.

On April 1, Mr. Leiss wrote Mr. Will

This Wreck Happened Fifty Years Ago



IT LOOKS disastrous, but nobody was hurt when this little diamond-stacked "44" laid down by the right-of-way and took a rest!

As you've guessed, this picture was made a long time ago—fifty years ago, to be exact, in 1881, and was sent to the *Magazine* by R. P. Martin, retired agent of Chickasha, Okla. In telling of the incident Mr. Martin says that at the time he was agent at Sarcoxie.

It seems no one was responsible for the wreck. The section men had removed a rail, put their flags out in approved manner and had gone to dinner when engine 44 came in sight over the top of the long grade. The entire crew, with the exception of the engineer, were riding in the caboose. There was not a care on their minds, for it was a nice warm summer day and the old "44" was steaming well.

Then the engineer called for brakes! Hand brakes! The train was going very slow, but even at that there was not time to set them and the fireman, seeing the inevitable ending of his run, hopped off on the platform and was ready to assist the engineer who climbed through his window after the wreck with but a few slight scratches and no broken

limbs. He had displayed wonderful bravery, sticking to his post until the last minute, trying to save his train, and after the investigation was over, he was the only member of the crew to be discharged. Mr. Martin does not recall his name, nor the name of the brakeman, but the conductor on this train was Will Shipley. The real cause of the wreck was never brought out in the investigation.

Mr. Martin is now living at Chickasha, Okla., and is in excellent health. He began his railroad service in July, 1879, working at various points on the system and finally winding up his Frisco career as agent at Chickasha, Okla., when he was retired March 5, 1923.

"It is wonderful to note the improvements within the last fifty years," Mr. Martin writes. "I remember the old link and pin couplers which were used to couple on to one of those little dinky engines and with which we would try to do some railroad business."

Mr. Martin sends best wishes to the Frisco in his letter to the *Magazine* and personal regards to his many old-time friends.

as follows:

"Wish to thank you for the treatment extended my father and mother on their trip to Afton, Okla. From their report the trip could not have been improved upon.

"We are at last in a position to reciprocate in a way for your kind treatment by shipping a car of Soybean Oil, PGX 1522, to Dallas, Tex., with instructions to give it to you

at St. Louis. The car will go forward this week."

Mr. Will acknowledged this letter thanking Mr. Leiss for patronage of Frisco Lines, and on April 14 he received a letter from Mr. Leiss advising him of another car of Soybean Oil which the company was shipping to Dallas with instructions that it should go from St. Louis via Frisco Lines.

E. W. HOLCOMBE RETIRES Veteran Rate Man Leaves Desk After 42 Years' Service

MARCH 31 was an important day in the life of E. W. Holcombe, chief rate clerk in the Memphis local freight office, for it marked the close of 42 years and four months faithful service with Frisco Lines. Secondary in significance only to his retirement was the expression of esteem his fellow employees gave him on that date.



E. W. HOLCOMBE

On reaching his home after his last day of active service, he was most pleasantly surprised to find that his fellows had presented him with a handsome traveling bag and an autograph album containing the signatures of all of his office mates. As Mr. Holcombe expressed it in a letter, addressed to S. L. Oliver and fellow employees:

"It will be impossible to convey in words an adequate expression of the feeling of gratitude I experienced on my return home last evening. The handsome bag alone has given me great pleasure, but the testimonial of your good will, with its mottoes, loyalty, friendship and remembrance filled me with emotion I have rarely felt before. My wife had been crying over it an hour and I am not ashamed to confess that I had to mingle my tears with hers."

Perhaps more outstanding than the length of Mr. Holcombe's service was the fact that during the 30 years he worked in the Frisco office at Memphis, he never lost a day from his work because of illness. He reached the age of 70 years on March 8 and

TULSA IN LEAD

Tulsa had the fewest errors in handling freight during March in the Group One division of stations that compete for least error pennant awards, according to the monthly statement issued April 13, by J. L. McCormack, superintendent of freight loss and damage claims, Springfield, Mo. This is the fifth consecutive month that the Group One pennant has been won there. Only ten errors were made at Tulsa in handling 20,572 shipments. Springfield was second in Group One, handling 30,144 shipments with 53 errors.

In Group Two, Birmingham had the best record during March, making the fourth consecutive month that station has won the pennant of the group. Fourteen errors were made there in handling 13,125 shipments.

Hugo and Chaffee of Group Three, each had a perfect record in March. These two stations also had perfect records during February. Hugo was permitted to hold the pennant during the first 15 days of April and Chaffee the remainder of the month. A total of 2,977 shipments were handled at Hugo in March and 2,435 at Chaffee.

is still erect, agile and in the best of health. He was born March 8, 1861, at Charlottesville, Va., and his school days were spent there. At the completion of his high school studies, he entered the University of Virginia, where his father occupied the chair of constitutional law. He was graduated there at the age of 22, and after the death of his parents a few years later, he entered the service of the old Kansas City, Fort Scott & Memphis Railroad at Kansas City in November, 1888.

He held various positions in the freight office there and when the Kansas City, Fort Scott & Memphis was consolidated with Frisco Lines, he came to Memphis, entering the local freight office where after a short time he was promoted to the position of chief rate clerk. He retained that position until retirement and was considered by his fellow workers and many shippers as the foremost rate man in Memphis.

He married Miss Mary McFarland July 3, 1900, at Kansas City, Mo., where he was located at that time. They now live at 1162 Englewood in Memphis. He and Mrs. Holcombe have never had any children. They will celebrate their thirty-first wedding anniversary on July 3 of this year. Mr. Holcombe's hobby is reading, and he prefers ancient and medieval history.

TRAINS 97.8% ON TIME 4,351 Passenger Trains Make Excellent Record During March

FRISCO Lines passenger train performance during March was again a matter in which the company can quite justifiably take pride. A total of 4,351 passenger trains were operated on the system during the month and were 97.8 per cent on time, a report issued by the office of the general manager, April 6, discloses. This compares with February of this year, when 3,884 trains were 97.6 per cent on time.

Among the Frisco divisions, River had the highest percentage of trains on time. The 796 trains operated there during March were 99.2 per cent on time, which compares with February of this year when 720 trains were 99.2 per cent on time.

Second highest percentage was made on the Southern division, where 798 trains were 98.9 per cent on time during March. During the preceding month 672 trains were 97.3 per cent on time there.

Northern division operated 1,051 trains 97.9 per cent on time during March. This was the third highest percentage made and compares with 952 trains operated 97.3 per cent on time there in March.

CASUALTIES DECREASE

Total casualties on Frisco Lines decreased 19.1 per cent during March and 27.1 per cent during the first three months of this year, both in comparison with the corresponding periods of last year, according to the monthly report issued April 6 by the accident prevention department, Springfield.

Employee casualties decreased 26.9 per cent during March and 36.2 per cent during the first quarter, both compared with last year. The maintenance of way department had the greatest decrease among the different departments with a 35.8 per cent reduction in March and a reduction of 41.2 per cent during the first three months. Mechanical department had the second greatest decrease during March, a reduction of 28.5 per cent and transportations was second in the first quarter with a decrease of 38.6 per cent. During March the transportation department had a decrease of 20.7 per cent and for the first three months of the year the reduction in the mechanical department was 33.3 per cent.

Bill: It's tough when you have to pay 50 cents a pound for meat."

Will: "Yes, but it's tougher when you pay 25 cents a pound."

SYSTEM BOARD MEETS

Mechanical and Car Men in
Session at Springfield
March 17-18

THE general system board of the Frisco Association of Metal Crafts and Car Department Employees met in quarterly session at the Springfield offices on March 17-18, with each division on the railroad represented. J. L. Eudy of Ft. Smith was present as alternate for L. W. Caviness of the Central division, whose illness prevented his attending. John Prugger was also present in place of Paul Rice of the Springfield west shops.

The board members reported working conditions on their respective divisions as improved. While each had a longer unemployment roll than was pleasant, they reported the work being done strictly by seniority and according to schedule and that more men were at work today than in February. All expressed hope for a continued improvement, which seems to be just around the corner. There was no report of any serious misunderstanding among the men, or between the crafts and the management.

On March 18 the members of the board met with J. W. Surles, superintendent motive power, and this meeting was conceded to be a most profitable one, inasmuch as there were few matters to be presented and the meeting soon resolved itself into a friendly exchange of views as to the mutual interest of the association and the railroad.

Members of the board were heartily commended for the sturdy, manly support given in the fight for their rightful trade and for the very excellent work being turned out of the different shops which has contributed in no small measure to keeping the equipment in such splendid shape during this period of depression.

H. E. Burgess, general chairman, voiced the opinion that every division chairman went home with a better understanding of the railroad and its problems, and with a firm resolve to maintain or better this man-to-man attitude as shown in this meeting.

Those in attendance at the meeting were: J. L. Hendricks, Birmingham, Ala.; I. L. Pence, Springfield; Ralph Fyffe, Kansas City; John S. White, Tulsa; John M. Sheeley, Chaffee, Mo.; Otto Kettmann, Memphis; B. B. Walker, Sherman, Texas; D. E. Whalen, St. Louis; J. L. Eudy, Fort Smith, Ark.; T. L. Bentley, Enid, Okla., and H. E. Burgess, who is general chairman of the board, with headquarters in Springfield.

HAVE PRIZE FLOCK

(Continued from Page 9)

Rogers has been with the Frisco at Springfield, and in the beginning, Mr. Rogers related, they knew little about chickens and had to learn mostly through the trial and error method. That this method has been efficacious is pointed out by the editor of one poultry journal as follows: "John Rogers is a master at this art. He can produce better poultry by accident than most people can by their best efforts."

Back of the Rogers' home, where cluck and cackle the white-plumaged aristocrats of chickendom, is an exceptionally well-equipped small poultry farm. There are seven buildings—five hen houses and two brooder houses—all electrically lighted and scientifically ventilated. There are facilities for trapnesting—a system in which eggs of individual hens are segregated—however, this plan is not used a great deal, since it requires that someone spend almost his entire time with the flock. In one of the buildings is a 4,800-egg-capacity electric incubator and its operation illustrates the scientific precision used in modern poultry farming. To test whether or not this hatcher is properly operated, a tray of 200 eggs is accurately weighed and after being in it for three days is weighed again. In that time it must have lost .60 of a pound of moisture or it is evident that the regulation has been faulty. Far advanced over earlier incubators in which eggs had to be turned periodically one at a time, two hundred eggs are turned simultaneously in this machine with one pull of a lever. This hatcher is equipped with automatic temperature and moisture regulators and has an effective ventilation system.

Around the buildings are spacious lots where the fine birds exercise and feed. As to diet, here again scientific care is used. They are fed grain from October 1 to February 1 and mash is given them in hoppers which are filled each week. In addition to commercial mashes, they are given a supplementary feed of condensed buttermilk. The latter food is looked upon as a necessity, not only because of its high food value, but because it renders the grain ration more digestible.

But despite all of the exactness and pains used in the feeding and care of this flock, it contains one striking anomaly, and that lies in the fastidiousness of one proud cock, a snow-white veteran prize-winner, who disdains food altogether as it is given the other fowls and refuses to eat unless his food is served in a pan or can.

GETS POULTRY MOVEMENT

Agent R. M. Armistead Solicits
Shipments of Show Fowls

REVENUE for Frisco Lines resulted from the forethought and effort of R. M. Armistead, agent at Stanton, Mo., and while the total amount of business cannot be estimated at this time, a two-cent stamp has already brought \$46.75 into the Frisco coffers.

Mr. Armistead, ever having the interest of the Frisco in mind, read in a poultry journal that an organization on the Pacific Coast dealt in rare and fancy fowls. He wrote members of that organization and Paul E. Kennedy at Pomona, Calif., its president, suggesting that an excellent place to show his birds would be at the world's most famous show, Madison Square Garden. He further told him that if he would ship Railway Express Company via Frisco Lines, the birds would be given a day of rest and re-shipped with utmost care and attention.

Mr. Kennedy replied by air mail that he was looking for just such service and that they were shipping the birds to Stanton, where they might be fed, watered and given a short period of rest before forwarding to New York.

To date the amount of revenue received from this organization on show birds has amounted to \$46.76 and Mr. Armistead advises that the birds will be returned to California, via Stanton, and he hopes to have more such shipments in the future.

Mr. and Mrs. Rogers chose White Wyandottes after considering several varieties, because they wanted a dual purpose type—both an egg and meat producing fowl—and because this breed is noted for its heavy egg production, market value and beauty. Their flock at present is divided into approximately equal numbers of pullets and hens with one cock to each ten hens.

Before coming to Frisco Lines, Mr. Rogers worked for the Illinois Central and served for a time as deputy circuit clerk in Illinois. He was born and reared at Clinton, Ill., and Mrs. Rogers was born and reared at Havana, Ill. Mr. Rogers is secretary of the Missouri State Wyandotte Club, and is a member of the American Poultry Association, the Missouri Experiment Station and the National White Wyandotte Club. He serves the latter organization as committeeman from the fifth district, which includes a large section of the country around where he resides.

Emil O. Davis Works 2,206 Consecutive Nights



The photograph above is of Emil O. Davis, foreman of the 11:00 p. m. to 7:00 a. m. switch crew in the north yards at Springfield and the crew, taken at the completion of Mr. Davis' 2,206th consecutive shift. From left to right they are: A. L. Ward, switchman; Emil O. Davis, foreman; John Gateley, fireman; Patrick Kelly, engineer, and L. L. Harris, switchman.

AMONG the unique records held by Frisco employes, Emil O. Davis, foreman of the 11:00 p. m. to 7:00 a. m. switch crew in the north yards at Springfield, Mo., holds one apart. Up until April 12, he had completed 2,206 nights work without the loss of a single shift, and this includes Sundays. This record represents more than six years steady work.

It was not Mr. Davis' intention to start in to make a record, but he is industrious and thrifty, and there has never been an occasion, when either pleasure or sickness interfered with his work.

Mr. Davis began his railroad service as a caller with the old KCFS&M at the old Gulf depot in South Springfield in 1885. He called men who have made history for Frisco Lines in days gone by and whose sons are now following in their footsteps.

Six months later he took a position as switchman and received \$1.90 for twelve hours work. Later he became a brakeman between Springfield and Thayer and Springfield and Ft. Scott. In December, 1888, he signed up with the Frisco as a brakeman and made trips between Springfield and Newburg and was transferred to the Central division, running between Ft. Smith and Paris, Texas. He was promoted to the position of freight con-

ductor in freight service in July, 1895, and two years later was made passenger conductor. But in 1897 he again entered yard service as general yardmaster, a position he held for five years. In this capacity he hired a switchman by the name of W. D. Gustin.

When the Frisco consolidated with the KCFS&M in June, 1901, his duties increased to include all Springfield yards, and his pay was increased to \$100.00 a month. He entered road service again in 1902 as conductor and was made regular passenger conductor in 1904 and was on trains 15 and 16 into St. Louis during the World's Fair.

During the World War Mr. Davis was made acting yardmaster during the illness of W. D. Gustin. Upon resuming his duties again, Mr. Gustin employed him as assistant yardmaster and switchman. It will be recalled that Mr. Davis had employed Mr. Gustin twenty years previous to this time as a switchman. Mr. Gustin is still serving as yardmaster and Mr. Davis was made engine foreman March 26, 1925, and has been on the same shift, the 11:00 p. m. to 7:00 a. m. since that date.

• Fifteen years ago he purchased a 40-acre tract of land two miles southwest of Springfield, where Mr. and Mrs. Davis have built an attractive

LENCE ADDRESSES CLUB

W. R. Lence, general manager of the Abilene and Southern Railway, was the speaker of the evening at the session of the Wichita Ship By Rail Club, held March 26, with about 100 local business men and several hundred railroad employes in attendance.

Mr. Lence, who is widely known for his forceful addresses over Radio Station KWKH of Shreveport, La., called attention to the magnitude of the problem brought about by the invasion of the transportation field by unregulated highway carriers. These carriers are now encroaching upon the field of the jobber, wholesaler and local merchant, he pointed out, in that while these businesses must maintain investments in buildings and business organizations, paying taxes and taking part in civic affairs, the trucker often comes in and disposes of his load of produce or other products in the middle of the street, paying no taxes other than gasoline and license tax which every citizen must pay to operate a motor vehicle.

"Many persons do not know," Mr. Lence continued, "that in recent cases in federal courts it has been decided that no state can collect a tax on gasoline used in inter-state commerce. It is unconstitutional. Most highway carriers do interstate business. These decisions mean that soon the carriers engaged in transporting freight and passengers over the highways will not be paying a dime in gasoline tax."

Mr. Lence also told how the use of highways by commercial carriers is rapidly destroying them. In Texas, he said, many of the farmers are calling the state roads 1-3-40 highways, because it takes one year to build, three years to wear out and forty years to pay for them.

C. M. Morrison, president of the Wichita Ship By Rail Club, presided at this meeting and introduced Mr. Lence. The session was opened by a program of musical, dancing and dramatic numbers.

home, but are rebuilding the home at present from field stone, and some of the stone comes from a distance of sixty miles.

They have two children, a son and a daughter. The daughter is the wife of O. L. Baker, supervisor for the Frisco at Lindenwood, and the son, Robert Owen, is night general yardmaster at Monett.

Now that Mr. Davis has made such a splendid record in continuous days worked without a minute's loss of time, he intends to keep the record going, for he is justly proud of it.

IN THE FRISCO HOSPITAL

The following list contains the names of patients confined in the Frisco Employees' Hospital in St. Louis as of April, 1931. They will be glad to hear from their friends:

Whelan, E. F., St. Louis.
 Grayson, G., Cuba, Mo.
 Mrs. C. Davis, Campbell, Mo.
 A. H. Monfort, Kansas City, Mo.
 O. A. Hudson, Fall River, Kans.
 F. Schoenemann, St. Louis, Mo.
 R. M. Cullum, Cape Girardeau, Mo.
 A. Kelley, Monett, Mo.
 E. J. Riley, Guin, Ala.
 W. E. Riddle, W. Tulsa, Okla.
 L. W. Pipkin, St. Louis, Mo.
 A. S. Abbott, Salem, Mo.
 W. R. Briggs, Sapulpa, Okla.
 J. F. Clark, Memphis, Tenn.
 F. G. Cogdell, Wichita, Kans.
 P. G. deBrasse, Sapulpa, Okla.
 O. E. Jones, Ft. Smith, Ark.
 J. B. Lowrimore, Amory, Miss.
 G. Moss, Anaconda, Mo.
 J. W. Thomas, Sapulpa, Okla.
 Miss R. Imperial, St. Louis, Mo.
 Mrs. L. Watts, Newburg, Mo.
 A. A. Jones, St. Louis, Mo.
 J. H. Brown, Springfield, Mo.
 J. F. Johnson, Hugo, Okla.
 E. L. Williams, Sapulpa, Okla.
 H. H. Dean, St. Louis, Mo.
 H. Madgen, Springfield, Mo.
 F. Porter, Hancock, Mo.
 E. Schuler, St. Louis, Mo.
 Miss C. Meredith, Dixon, Mo.
 Miss B. Jones, Springfield, Mo.
 S. B. Peters, Oleatha, Kans.
 J. J. Causey, Amagen, Ark.
 F. H. Broadstreet, Snyder, Okla.
 Miss I. Carlson, Springfield, Mo.
 A. H. Thompson, Springfield, Mo.
 W. Baker, Bartlesville, Okla.
 D. Asher, Hayti, Mo.
 O. Davenport, Oran, Mo.
 S. V. Frye, Ft. Scott, Kans.
 J. H. Lewis, Okla. City, Okla.
 F. Flagg, Newburg, Mo.
 B. D. Seaman, Springfield, Mo.
 S. W. Whitsell, Crowder, Mo.
 A. Rainwater, Okla. City, Okla.
 H. J. Ray, Tulsa, Okla.
 C. O. Williams, Joplin, Mo.
 J. W. Veit, Birmingham, Ala.
 C. O. Slaughter, Chaffee, Mo.
 C. H. Ball, Ft. Scott, Kans.
 J. Leak, Ft. Smith, Ark.

NOTICE!—VETERANS!

June 22 and 23 are the dates set for the annual reunion of Frisco Veterans, according to W. L. Heath, president. The yearly get-together will be held in Springfield, as usual, and the complete program will be published in the June issue of the Frisco Magazine.

New Aerial Picture of Enid, Okla.

This new aerial view of the business section at Enid, Okla., shows plainly the three new skyscrapers that were completed in 1930. In the foreground is the 15-story Broadway Tower, modern office building. In the background are the Hotel Youngblood, 14 stories high, and the 11-story Bass Building, another office building. In the extreme background is the 1,000,000 bushel plant of the Enid Terminal Elevator Company, located exclusively on the Frisco railroad. This plant is the first elevator erected in Enid.

NO PER DIEM HERE!!

On January 5, Car L&N 15581, was received from connection Atmore loaded with 5,500 pounds of L. C. L. merchandise by local train 952, manned by Conductor Dearing and Brakemen Ennis and McCrory. They worked this car at Frisco City and emptied it by transferring into system box. The empty car was returned to the L&N by No. 931 on the same day, thus eliminating per diem.

On January 7, Conductor Neal and Brakemen Harrison and Macon, on train 951 out of Magnolia picked up Southern 150186 loaded with hardware for Coy, Ala., following which Neal got in touch with the consignee and asked him if he would try to unload it so that No. 952 could return it, and with co-operation from the consignee this car was moved back to Kimbrough on that train and delivered to its owners by Conductor Dearing, saving the per diem.

On January 8, Conductor Dearing had merchandise cars Southern 161847 and 271634 in train 951, out of Kimbrough and handled them through to Frisco City. Conductor Neal, on 952, took them there, finished the unloading, and delivered them back to the home line of the same day, eliminating per diem.

OUR VACATIONS

By T. S. LURRY

Take your auto when you travel
 On the long and winding road,
 You can have the dirt and gravel
 And your trailing camper's load.

Rest your weary, aching body
 On a shaky, rented cot;
 Pack up mornings, unpack evenings,
 Forgetting half you've got.

Groan at detours not on road maps,
 Curse the ruts and change the flats,
 Sooth your blistered face with lotion,
 Drink your coffee full of gnats.

And I'll hop a Frisco Pullman
 Where the joys of rest are mine.
 Where my slumber can be peaceful
 And a meal can be sublime.

I'll lounge within the sunlight,
 In an observation chair,
 Viewing nature's wonderous beauties
 From my luxurious seat there.

When we're home again and rested,
 And you're dirty, tired and sad—
 I'll call you up and tell you
 What a glorious time I've had.

A "PERFECT RECORD"

Crossing Watchman Roberts at Paola Leads the Field

IT'S one thing to be located on one job for fourteen years and quite another to have performed the tasks which the position called for and have the words "Perfect Record" chalked up against one's name.

T. W. Roberts, crossing watchman at Paola, Kans., can claim the distinction of having watched the crossing to the left of the Frisco depot at Paola for fourteen years and there has



T. W. ROBERTS

never been an accident reported at his crossing. He is employed jointly by the Frisco and MK&T Railroads and has approximately twenty-five trains a day on both roads pass his crossing.

Mr. Roberts, at sixty-eight years of age is hale and hearty, has never had a contagious disease in his life. He has taken care of his home alone, since his wife's death.

In fact, the Roberts' came to Dent County, Mo., to Cabool, Mo., in a covered wagon, which in those days of '68 was designated as a "schooner". In this schooner was all the household goods of the Roberts family and they settled near Cabool and reared their family. It was there that this son first entered the service of the Frisco in the section gang, in '86. His service was broken several times, but during the last 18 years he has been in and around Paola, and for the last 14, employed as crossing watchman. In the last eighteen years he has lost but 12 days work—all due to illness in his family.

Mr. Roberts takes his work most

Retires After 50 Years On Railroads

IN JUST a few more months, J. M. Mulhall, veteran Frisco engineer, who runs out of Tulsa, Okla., would have had chalked up 50 years of railroad service. As it is, he retired on March 30, with a record of 49 years and 11 months to his credit, 30 of which have been on Frisco Lines.

He reached his seventieth birthday on March 8, and is now at home in Ft. Scott, Kan., ready to enjoy the fruits of his well earned rest.

During his Frisco service of thirty years he estimates he has traveled 1,600,440 miles. He is hale and hearty, and claims that his excellent health is due to the fact that he does not chew or smoke or use alcohol, and he has found happiness, he says, in controlling his temper.

His record with Frisco Lines is almost a perfect one and he says he has never had a wheel on the ground, and that, according to a "hog-head's" code of rules, is a real record.



He has not announced his plans now that he is relieved of his responsibilities. But one can guess, that in his routine will be many visits to the roundhouse and many longings to feel the throttle under his hand once more.

seriously, and his interest in maintaining his no-accident crossing keeps him alert at all times. In fact, he is not due at the crossing until 9:20 a. m. and is to remain there until 7:20. But Mr. Roberts arrives at 8:30 and stays until 7:35 every day. Between 8:30 and 9:20 he has swept off the walk and the street; inspected the crossing for loose boards and spikes; swept out the little shanty and in numerous ways prepared for the days work.

W. H. Bevans, superintendent of the Northern division as well as many other railroad men have told Mr. Roberts that he has one of the cleanest and neatest crossings on the entire system, and also one of the most dangerous, which requires just the vigilance which he exercises to maintain his record.

"But it gets harder every year," he said. "I have more trouble with drunken drivers trying to beat the train than with any other class of people."

His job is a big one, especially when one knows that approximately 3,600 automobiles pass the crossing daily, and it is to his credit that he has maintained his record.

SAVING PER DIEM

The two speedy movements which follow are illustrative of Frisco Lines' desire to move freight rapidly and at the same time save per diem.

Car CRIP 46029, loaded with flour and feed, was billed out of Yukon, Okla., March 26 and arrived at LeFlore in Train No. 745 about 1:00 p. m. March 27. It was unloaded there and went back to Wister in No. 744 for delivery to the Rock Island the next morning. The consignees expressed themselves as very pleased with the service.

J. W. Ray, a feed merchant at Hayti, Mo., wired to the Ralston Purina Company of St. Louis on March 26 for a car of feed, and at 4:40 a. m. the next day the feed was in Hayti and was at Mr. Ray's warehouse before 7 a. m. the same morning, making an elapsed time of just 19 hours from the time the feed was ordered until the car was delivered.

In 1919 the United States produced 161½ million gallons of cotton seed oil, valued at 210 million dollars.

OLD-TIMERS MEET

(Continued from Page 7)

one by one, and they got up and made little short talks. Sometimes they'd tell an incident that happened during their active service—sometimes they'd just say they were glad to be present, and that their earnest hope was that they would meet next year.

"Uncle Charley" Baltzell was made an honorary member of the association. He was present and told the veterans of the plans which he is making for excursion tours to Pensacola, and members of the Old Timers' Club are going to take it up at their meeting in June, and from the consensus of opinion at this meeting on April 11, it looks like this club will charter a car.

Three members of the club had passed on during the past year, and words of sincere sympathy on their passing were expressed by members of the club. The three were: Joseph W. Tremayne, pensioned traveling auditor; Jim Mansfield, retired conductor, and Howard Bayless, section foreman.

About the only thing that came up in the meeting which one could call business, was when the president appointed S. L. Coover and J. A. Woodson of Springfield to make arrangements for a meeting place of the Old Timers' Club during the Frisco Veterans' Association convention in June. The officers for 1931-1932 will be elected at that meeting.

About 3:30 p. m. Mr. Daniels had arranged with J. K. Gordon, chairman of the hospitality committee of the Ft. Smith Chamber of Commerce, to take the veterans for a ride over Ft. Smith. They visited the military garrison, which was established in 1817, as protection against Arkansas, Osage and Cherokee Indians; the Lee's Creek Bluff, which has an elevation of 1,492 feet and overlooks the city; the air port, and Ft. Smith's residential section, and returned to the hotel in time to catch the 5:35 p. m. train which carried them back to their respective homes.

This organization is one of the most honored of the many on Frisco Lines. Grouped around that luncheon table were men who had helped to build the Frisco, men who had manned trains which hauled the first spikes and steel rail. They are pioneers of the first order, and not only did they help to build it, but they stayed with it, through all these years and through the best years of their life, and now in their retirement, their interest has never lessened, although they have had to place in younger hands, the active service which they once en-

Frisco Employees' Hospital Association

Receipts and Disbursements after December 31, 1930, through March 31, 1931.

Balance brought forward from December 31, 1930.....			\$17,131.30
RECEIPTS:			
From assessments on members.....	\$55,646.85		
" interest on daily balances in bank.....	59.78		
" interest on securities in Treasury.....	4,502.50		
" donation by St. L.-S. F. Ry. Co.....	162.51		
" sundry accounts collectible.....	2,509.16		62,880.80
" proceeds at maturity, Jan. 15, 1931, of \$1,000 St. L.-S. F. Ry. Co. 6% Equip. Trust Notes, Series 71-D.....	\$ 1,000.00		
" proceeds at maturity, Jan. 15, 1931, of \$9,000 St. L.-S. F. Ry. Co. 6% Equip. Trust Notes, Series 71-E.....	9,000.00		10,000.00
			<u>\$90,012.10</u>
DISBURSEMENTS:			
For payrolls.....	\$27,869.01		
" professional, ordinary and emergency services.....	17,628.73		
" labor, material and supplies.....	6,041.26		
" provisions.....	7,833.47		
" drugs.....	7,473.95		
" light, water, ice, gas, fuel and telephones.....	2,645.57		
" all other expenses.....	1,966.91		\$71,463.90
" \$10,000. face amount, of Missouri Pacific Rd. Co. First and Refunding Mortgage 5% Gold Bonds, Series I, due Feb. 1, 1931, purchased Feb. 19, 1931, @ 95.....	\$9,500.00		
Interest Feb. 1 to Feb. 19, 1931, 18 days.....	25.00	\$ 9,525.00	9,525.00
Balance March 31, 1931, p. m., at:			
First National Bank, St. Louis, Mo.....			* 9,023.20
			<u>\$90,012.10</u>
*Subject to \$574.85 of pay-drafts and vouchers outstanding at close of business March 31, 1931.			
St. Louis, Mo., April 2, 1931.			F. H. HAMILTON, Treasurer.

(Continued on next page)

joyed. Having enjoyed wholesome, pioneer living, these men are wonderfully well preserved and while they can only follow the success of the railroad which they hold most dear through reports and contacts, they are the first to rejoice at its good fortune. Life is as real to them as it once was, and it is the wish of all that this organization may continue to prove a link of great interest which will tie them to their railroad's progress for years to come.

FIND OLD AGREEMENT

Document of 1903 Regulates Car Department Employees

W. T. CLARK, general foreman of the car department at Yale, Tenn., advises that he is doubtful if there is another copy of the agreement which he recently sent to the magazine, dated January 1, 1903, between the St. Louis & San Francisco Railroad; K. C. Memphis & Birmingham Railroad Company; K. C. Ft. Scott & Memphis Railroad Company and officers, foremen and employes of the car department. The old agreement was found in the attic of an old building at Thayer, Mo., and while it is brief, it covers the ground admirably.

The first article states that as far as practical, the working hours in the shops of these companies shall be ten hours a day. Extra hour will be given on Saturday.

Article 8 deals with men out on line of road and states that when men are sent out, straight time will be allowed while traveling and time and one half for overtime and one dollar a day for expenses for each 24 hours, providing time does not exceed ten days. Today the rules are the same, except actual expenses are allowed which usually amount to more than one dollar.

When it becomes necessary to reduce forces (the old agreement states), proficient married men and single men with families will be given the preference. Today in reducing forces, the youngest man in point of seniority is laid off.

One article advises that when men are called out at night, they will be paid time and one-half from time called until work is finished. Today when a man is called, he receives five hours pay for three hours and twenty minutes work or less.

The old agreement was signed by George A. Hancock, then superintendent of machinery. Agreements between the car men and the management today are signed by the superintendent of motive power.

SHE KNEW CHARLOTTE

(Continued from Page 6)

postmark on the envelope. It was a letter from her beloved empress, Charlotte. She considered these letters the last link between her former life and her present one, and she jealously guarded their contents. They were for her eyes alone, she said, and even her most intimate acquaintance never found out their contents.

Then the World War came along, and Aunt Katie, loyal to the country wherein she lived, won a government medal for her work in the Liberty Loan drives and her Red Cross work was of equal prominence.

But ninety-four years is a long time to have lived, and as Aunt Katie says, life isn't as sweet as it once was. What scenes, what recollections must be crowded into her memory! The gay spots in the pattern into which her life has been woven, are crowded mostly to the front, and there are again bright spots appearing later, which represent her life at Highlandville.

Aunt Katie is finishing the last panels now. Her mind is not as clear as it used to be. She forgets dates, but of course those have all been recorded from other years, and when an incident is suggested to her, her face will brighten and she talks eagerly in her broken English.

She takes great delight in her grandchildren, and in her great grandchildren, and whether Aunt Katie ever reaches the age of 100 years or not, her life is one of the most colorful which one might find among not only Frisco employes, but among people of all countries.

One might say she is eagerly awaiting a reunion in another world, with her beloved husband, her bosom friend Charlotte, and her friends of across the sea. At least that would be the impression of the visitor as he views her seated in her rocker, her grand old face wreathed in smiles, and a far-away look in her eyes.

THE JUDGE CONCURS

In reply to a letter from Agent C. S. Smith at Altus, Oklahoma, Judge S. N. Starnes, of Jackson County, Okla., has a splendid word to say for the railroads. Concerning taxation of railways, Judge Starnes writes:

"I am not well versed in the matters of taxation; however, my experience in public life has taught me that Oklahoma is sorely in need of a more equal and just plan of raising revenue with which to run our State Government. The progress of this

County is due solely to the courage and determination of our pioneering forefathers who came into the wilderness to establish homes and brought with them their railroads. Were it not for the railroads, I feel sure that the buffalo and coyotes would today be running at large where our homes stand. In the modern march of progress we should never forget equity and fair play. I am cognizant of the fact that in some rural communities of our country the railroads are looked upon as a sort of dragon seeking

to devour the universe. I am glad that through education and honest, sober thinking, this erroneous opinion is disappearing.

In conclusion permit me to say that I believe all common carriers using our public highways for commercial purposes should pay their proportionate share of taxation. I am not capable of offering any equitable plan by which this might be brought about, and leave that to those more experienced in handling tax questions."

FRISCO EMPLOYEES' HOSPITAL ASSOCIATION

(Continued from preceding page)

THE ASSOCIATION OWNS:

	Par Value
New York Central Lines 4½% Equipment Trust	
Certificates of 1925 (mature May 15, 1931).....	\$ 5,000.00
St. Louis & San Francisco Railway Company, General	
Mtge. 5% Gold Bonds (mature July 1, 1931).....	4,000.00
St. Louis-San Francisco Ry. Co. Equipment Trust 5% Certificates,	
Series AA, (mature Sept. 1, 1931).....	3,000.00
Chicago, Rock Island and Pacific Railway Co. 5% Equipmt.	
Trust Certificates, Series M. (mature April 1, 1932).....	5,000.00
Chicago, Milwaukee and St. Paul Railway Equipment	
Trust 5½% Certificates, Series C (mature April 1, 1932).....	2,000.00
Chesapeake & Ohio Ry. Co. 4½% Equipment	
Trust Gold Certificates of 1929 (mature May 1, 1932).....	10,000.00
Chicago, Rock Island and Pacific Railway Co. 5% Equipmt.	
Trust Certificates, Series L (mature June 1, 1932).....	2,000.00
Chicago and Northwestern Ry. Co., 4½% Equipmt. Trust Cfts., Series V,	
(mature Aug. 1, 1932).....	9,000.00
St. Louis-San Francisco Railway Company Equipment	
Trust 5% Certificates, Series AA (mature Sept. 1, 1932).....	6,000.00
The Edison Electric Illuminating Company of Boston two-year 4%	
Coupon Gold Notes (mature Nov. 1, 1932).....	5,000.00
Central Gas & Electric Co. Three-year 5½% Gold notes	
(mature Feb. 1, 1933).....	5,000.00
Canadian National Rys., Equipmt. Trust 5% bonds, Series K,	
(mature May 1, 1933).....	10,000.00
Receivers' Chicago & Alton R. R. Equipmt. Trust 6% Cfts., Series A,	
(mature May 15, 1933).....	3,000.00
Canadian Pacific Ry. Co., Equipmt. Trust 4½% Cfts., Series B,	
(mature June 1, 1933).....	8,000.00
Chicago, Rock Island and Pacific Railway Co., 4½% Equipment	
Trust Certificates, Series O, (mature July 1, 1933).....	20,000.00
Chicago, Rock Island and Pacific Ry. Co. 4½% Equipment Trust	
Certificates Series P (mature Aug. 1, 1933).....	20,000.00
St. Louis-San Francisco Railway Company Equipment	
Trust 5% Certificates, Series AA (mature Sept. 1, 1933).....	10,000.00
Seaboard Air Line Railway Co., First Lien Equipment Trust	
4½% Gold Certificates, Series BB (mature Nov. 1, 1933).....	6,000.00
Receivers' Chicago & Alton R. R. Equipmt. Trust 6% Cfts., Series A,	
(mature Nov. 15, 1933).....	5,000.00
Kansas City, Memphis and Birmingham R. R. Co., General	
Mortgage 4% Bonds (mature March 1, 1934).....	7,000.00
Chesapeake and Ohio Railway Company 4½% Equipment Trust	
Certificates, Series of 1930 (mature May 1, 1934).....	8,000.00
St. Louis-San Francisco Railway Company Equipment	
Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
City of Tulsa, Okla., 4½% Street Improvement Bonds	
(mature Aug. 1, 1935).....	18,000.00
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
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. Fourth Liberty Loan 4¼% Bonds	
(mature Oct. 15, 1938).....	35,000.00
U. S. First Liberty Loan (Converted) 4¼% Bonds	
(mature June 15, 1947).....	15,000.00
St. Louis-San Francisco Railway Company Prior Lien 4%	
Bonds, Series A (mature July 1, 1950).....	14,000.00
International Telephone & Telegraph Twenty-five year 5% Gold	
Debenture Bonds (mature Feb. 1, 1955).....	5,000.00
Ohio Edison Company, First and Consolidated Mtge. Gold Bonds 5%	
Series (mature Aug. 1, 1960).....	10,000.00
American Telephone & Telegraph Thirty-five year 5% Gold	
Debenture Bonds (mature Feb. 1, 1965).....	10,000.00
St. Louis-San Francisco Railway Company Consol. Mtge. 4½%	
Gold Bonds Series A (mature March 1, 1978).....	25,000.00
Missouri Pacific Rd. Co., First and Refunding Mortgage 5% Gold	
Bonds, Series I (mature Feb. 1, 1981).....	10,000.00
(As at close March 31, 1931).....	\$810,000.00
St. Louis, Mo., April 2, 1931.	F. H. HAMILTON,
	Treasurer.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent, St. Louis

DURING the month of March our System Fuel Performance in freight service was 163 pounds per 1,000 gross ton miles, as compared with 175 pounds per 1,000 gross ton miles in March, 1930, a decrease of 6.86 per cent.

This was a very good showing in view of the fact that gross tons per train mile decreased from 1,507 tons March, 1930 to 1,453 tons March, 1931, particularly were the River, Central and Western divisions effected by the heavy decrease in train haul. The train haul on the River division decreased approximately 300 tons per train, while the Western and Central divisions decreased 165 and 139 tons, respectively. These were the only three divisions that had an increase in their freight fuel performance, as compared to March last year.

In passenger service the March performance decreased slightly over March a year ago, the performance being 15.7 per passenger car mile, as compared to 16 pounds March, 1930.

The River division had the highest percentage of decrease in this class of service, their performance being 15.1 pounds per passenger car mile March this year as compared to 18.1 pounds per passenger car mile in March, 1930, a decrease of 16.57 per cent. The average number of cars per train on this division increased from 5 in March, 1930 to 5.95 in March this year.

For the first time since November our switch performance increased. The unit consumption in this class of service being 153 pounds per switch locomotive mile as compared to 150 pounds per switch locomotive mile in March, 1930.

The Springfield terminal was the only one of the six larger terminals having a decrease over March last year, their performance being 139 pounds per switch locomotive mile in March, 1931, as compared to 156 pounds per switch locomotive mile in March last year.

On the other hand, the Tulsa terminal had the largest percentage of increase in their performance, March, 1931 being 171 pounds per switch locomotive mile as compared to 144 pounds March last year.

It was hoped that we would be able to better our 1930 performance in switch service and we had a very good start toward this goal by a decrease

in January of 7.74 per cent over January, 1930, and a decrease in February of 3.82 per cent as compared to February of last year.

Let us all do our best during the next few months to see if we cannot absorb this two per cent increase made in the month of March in order that we can make the goal set up for switch service during the year.

Following are some of the performances observed by various Road Foremen of Equipment and Supervisors of Fuel Economy since the last issue of the Magazine was published.

The Fuel Department is always glad to receive any records of performances direct from train or enginemen and while in some cases such performances cannot be published in the Magazine in as much detail as desired, owing to lack of space, the performances and information as to tonnage, etc., will be published. Send in any good performance for publication in the next issue, forwarding to the Fuel Department prior to the 15th of the month.

EASTERN DIVISION

Engineer KINGDON, fireman SIMS, engine 38, train 38, March 19, Newburg to Lindenwood, handled 369,862 gross ton miles, burned 21 tons of coal, performance 113 pounds per 1,000 gross ton miles.

Engineer ELDER, fireman THOMPSON, engine 1519, train 8, April 1, Newburg to St. Louis, handled 13 cars, burned 908 gallons oil performance .59 gallon per passenger car mile.

ST. LOUIS TERMINAL

Engineer D. J. DONAHOE, fireman R. R. DAVIS, engine 1292, April 9, used 9,300 pounds of coal in 8 hours, 193 pounds per switch locomotive mile.

Engineer J. S. McELROY, fireman J. G. HYNES, engine 1287, April 7, consumed 9,260 pounds of coal in 8 hours, 20 minutes in transfer service—185 pounds per switch locomotive mile.

Engineer J. H. COOK, fireman W. C. ABLE, engine 1282, April 7, burned 10,280 pounds of coal in 8 hours 45 minutes in transfer service—194 pounds per switch locomotive mile.

CENTRAL DIVISION

Ft. Smith Yard: Engineer VOGEL, fireman COLLINS, engine 3653, March 13, performance 83 pounds per switch locomotive mile.

Engineer CORROTTO, fireman

TOBIN, engine 3680, March 13, performance 83 pounds per switch locomotive mile.

SOUTHWESTERN DIVISION

Engineer J. MOORE, fireman F. McCULLOUGH, engine 4149, train first 434, March 13, West Tulsa to Afton, handled 260,676 gross ton miles, burned 12 tons of coal, performance 92 pounds per 1,000 gross ton miles.

Engineer D. E. WORTMAN, fireman J. JONES, engine 4115, train 434, March 11, West Tulsa to Afton, handled 228,890 gross ton miles, burned 1,511 gallons oil, performance 6.6 gallons per 1,000 gross ton miles.

Engineer MONROE, fireman W. BOYNE, engine 1513, train 5, April 7, Afton to Tulsa, 608 car miles, performance .98 gallon per passenger car mile. Fuel Supervisor George L. Schneider reports good work by crew, resulting in good performance for a local passenger train.

Engineer PREWETT, fireman JAMES LEVERS, engine 1512, train 8, April 3, Muskogee to Springfield, 1628 passenger car miles, performance .72 gallon per passenger car mile.

WESTERN DIVISION

Engineer C. M. HAWLEY, fireman H. BENECKE, engine 716, train 634, March 3, Enid to West Tulsa, handled 138,600 gross ton miles, used 1,100 gallons fuel oil, performance 7.8 gallons per 1000 gross ton miles.

Engineer C. G. TRINKLE, fireman E. E. YOUNGMAN, engine 712, train 638, March 10, Enid to West Tulsa, handled 132,070, gross ton miles, used 1,150 gallons oil, performance 8.11 gallons per 1000 gross ton miles.

Engineer GARMAN, fireman YOUNGMAN, engine 716, train 634, Enid to Tulsa, March 14, handled 127,211 gross ton miles, performance 7.6 gallons per 1,000 gross ton miles.

Engineer MacFARLINE, fireman THOMPSON, engine 1337, train 634, Enid to Tulsa, March 20, handled 218,160 gross ton miles, performance 7.5 gallons per 1,000 gross ton miles.

NORTHERN DIVISION

Engineer HARVEY, fireman COCHRAN, engine 1017, train 311, Monett to Joplin, April 9, 245 car miles, performance 12 pounds per passenger car mile.

Engineer ALEXANDER, fireman BENNETT, engine 4219, train first

(Now turn to next page, please)

WIFE COLLECTS ANTIQUES

(Continued from Page 8)

is spied by the antique hunter, and when it is purchased, she replaces it with another piece.

"I have no fear of not finding anything I go after," she said, "for I have always had that luck. Once I paid \$1.50 for an old-fashioned dish with the hen mothering a nest of eggs on the lid. I brought it home and in washing it, broke the top. I just waited, and one day I went into a home and found a top there, without the bottom. I asked the man to sell it to me and he said it belonged to his mother and I told him I had the bottom for it and wanted the top very badly. He said, 'well, you'll have to pay for it,' and I told him I would pay all I could, and when he quoted me the huge sum of thirty-five cents, I almost fainted. This is only one example of just waiting and finally finding what I want."

She has made as many as five and six trips to one home after an article, which she finally was able to purchase. One of her most beautiful beds was used, in the family from whom she bought it, merely to store bed clothes on. Its subsequent purchase and refinishing made it a much wanted article and she realized a splendid profit.

"When I was first collecting, I had both modern and antique furniture in my home, but the antique simply makes the modern furniture look cheap, even though it is of an expensive make. I have replaced every piece. It is not alone the collecting of these priceless old pieces that I love, but when I am tired, I can come into this living room and just sit down and let my eyes rove over these old things and mentally caress each piece and it is comforting and restful."

Her patrons come from both east and west and she has visitors from morning until night, admiring and desiring to purchase some piece.

Besides her hobby, she is president of the Civic Club of Clinton. That organization just finished a Better Home and Pure Food show which was an unqualified success, and due in a large measure to her direction. Mr. and Mrs. Balke have two children, Mary, age 7, and John, age 18.

Should you be a chance visitor in Clinton, do not neglect to visit this Colonial home, and Mrs. Balke will graciously give you histories of each antique, which will take you back to grandmother's time, and prove most interesting in the telling.

Locomotive Fuel Performance Records

(Continued from preceding page)

131, March 4, Kansas City to Ft. Scott, handled 336,611 gross ton miles, performance 74 pounds per 1,000 gross ton miles.

KANSAS CITY TERMINAL

Engineer VEILBIG, fireman HAILEY, engine 3731, April 1, performance of 83 pounds per switch locomotive mile.

Engineer J. CUMMINGS, fireman BENNISON, engine 3672, April 1, performance 104 pounds per switch locomotive mile.

SOUTHERN DIVISION

Engineer J. MEE, fireman PROW, engine 1528, train 105, Yale to Amory, March 26, 1,588 car miles, performance .63 gallon per passenger car mile.

Engineer C. COOK, fireman L. FOSTER, engine 4206, train 934, Carbon Hill to Amory, March 24, handled 177,664 gross ton miles, burned 8 tons coal, performance 89 pounds per 1,000 gross ton miles.

Engineer BRAKE, fireman GEORGE BAUERS, engine 4210, train 131, Springfield to Thayer, March 27, handled 255,000 gross ton miles, burned 12 tons coal, performance 94 pounds per 1,000 gross ton miles.

Engineer NORRIS, fireman WIMBERLY, engine 1630, train 931, Magnolia to Pensacola, March 11, handled 265,000 gross ton miles, performance 90 pounds per 1,000 gross ton miles.

Engineer HALL, fireman DAVIS, engine 4210, train 131, Thayer to Memphis, March 21, handled 428,000 gross ton miles, burned 14 tons coal, performance 65 pounds per 1,000 gross ton miles.

Engineer B. M. FINLEY, fireman W. B. BUSH, conductor GUYTON, engine 698, train 931, Amory to Magnolia, April 8, engine rating—Amory to Magnolia, 2,150 tons—handled 2,296 tons Amory to Columbus, 2,023 tons Columbus to Aliceville, 2,234 tons Aliceville to Demopolis, 2,205 tons Demopolis to Lenden, 2,172 tons Lenden to Magnolia, used 11 tons coal, handled a total of 325,000 gross ton miles, performance 68 pounds per gross ton miles.

MEMPHIS TERMINAL

Engineer VAUGHN, fireman E. LUTTS, engine 987, April 1, performance of 76 pounds per switch locomotive mile.

Engineer HOMER THOMAS, fireman LILLARD WATTS, engines 3717 and 3694, March 26, kept record of number of scoops of coal and class of work performed—performance as

follows: Engine 3694, freight switching—3:00 p. m. to 5:10 p. m.—42 scoops, engine 3717 burned 143 scoops 5:10 p. m. to 11:15 p. m., switching passenger. The total performance of both engines during the two-day period, 62 pounds per switch locomotive mile. This covers fuel burned only while in actual switching service.

RIVER DIVISION

Engineer HILTEBRAND, fireman HOUSEMAN, conductor McADAMS, engine 4017, train 838, March 31, handled 2,181 tons, Chaffee to St. Louis, burned 9 tons coal, performance 59 pounds per 1,000 gross ton miles.

Engineer FUSSELL, fireman FITZGERALD, engine 1015, train 808, Memphis to Chaffee, April 9, handled 972 car miles, used 820 gallons fuel or .84 gallon per passenger car mile.

Engineer SLAUGHTER, fireman VICKERY, engine 1054, train 806, 1,296 car miles, burned 980 gallons fuel, performance .75 gallon per passenger car mile.

AGENT PREVENTS WRECK

To C. S. Roberts, agent at Girard, Kan., goes credit for the presence of mind, which under exciting circumstances very likely prevented a serious accident.

On April 6 after Roberts had been relieved at 4 p. m., he was assisting in loading out a car of stock which was to move at about 4:30 p. m., when his attention was called to a runaway team which had started from the Farmers' Elevator, nearby. The team started down the Afton Sub main line and as they approached the south passing track switch they ran into the switch stand knocking it over and then broke loose from the wagon. Agent Roberts seeing that the switch points were out of line and realizing that train No. 118 was due in ten minutes, grabbed a red sweater from a bystander and rushed down the track to flag the approaching train, sending a messenger up the track to call Section Foreman Bennett, who was working near the station. Bennett came to the switch at once and spiked the point so as to let No. 118 by, then sent a man up the track to call in Roberts. The train passed Roberts while he was returning to the switch. Quick action by all concerned, saved the day in this instance, for as Agent Roberts said, "Had the accident occurred 10 minutes later, I believe No. 118 would have surely been on the ground."

CAR DAMAGE DECREASES

Reduction of 55.6 Per Cent Made First Three Months

A SPLENDID showing in the reduction of the number of cars damaged by rough handling on Frisco Lines was made during the first three months of this year, a report, issued April 7, by the office of the car accountant, Springfield, Mo., discloses. The number of cars damaged decreased 55.6 per cent and the monetary amount of this damage decreased 71.1 per cent in comparison with the corresponding period of last year.

The per cent of increase in the number of cars handled per car damaged during the first three months of the year was 84.1 and the amount of damage per car handled decreased 64.61 per cent, both in comparison with the first three months of last year.

Of the Frisco divisions, Central and Western tied for first, neither of them damaging a car. A total of 63,191 cars were handled on Central division and 34,397 on Western division. Eastern division was ranked second by the report, with two cars damaged out of 162,847 handled.

Among the terminals, Kansas City was first during the first three months of the year. Three cars were damaged there out of 165,000 handled. Tulsa was second with 4 cars damaged out of 169,597 handled and Birmingham third, handling 138,766 with damage to six.

No cars were damaged on Texas Lines during the first three months of this year. A total of 25,540 were handled there. This compares with the same period of last year, when 6 cars were damaged out of 31,110 cars handled and with 1929, when four cars were damaged out of 34,889 handled.

AN ENGINEER-PREACHER

There are many persons who attempt to fill two occupations but there are few who make good in this endeavor. The Rev. P. O. Freeman of Thayer, Mo., who is a passenger engineer on the Memphis sub-division, however, is one of the few.

Rev. Freeman's reputation as an interesting and persuasive speaker is widely known and from the start of the meeting the church was crowded. One of his most interesting sermons to railroad employes was one in which he compared the life of man to life upon a railroad. "God," he said, "is General Manager of this Railway of Life and the Bible is the Book of Rules from which we get our standards of life. Jesus Christ is the Master Mechanic and the Holy Spirit is the General Passenger Agent who advertises the glories of Jesus Christ

MAKES FRISCO QUILT

Mrs. Laura Ingram, mother of E. E. Wilson, special agent at Ft. Smith, Ark., is shown in the accompanying photograph holding a quilt which she made with the Frisco insignia prominently displayed in the center.



MRS. LAURA INGRAM

Mrs. Ingram is a member of the Travelers Aid, and the idea of placing the Frisco insignia on the quilt was to keep it from being stolen from the waiting room, where it is used to cover babies who use the bed in the station to sleep and rest between trains.

Mrs. Ingram is 76 years of age. The quilt is made entirely by hand, a particularly remarkable accomplishment, since Mrs. Ingram is crippled in her hands and unable to use a thimble in her sewing.

She has watched the Frisco grow from a small road to its present capacity of fast, safe, transportation and the making of the quilt denotes her interest. It was on display at the Carnegie Library when the members held their annual meeting there, November 28.

and secures passengers for the Holy Train; this world is the Home Terminal where we prepare for the final run and Death is the call boy for whom we never know when to look. The Cross of Jesus Christ is God's red block placed between the people of the world and hell to remind them of sin. Our trials are God's tests of our lives and the hills on this railway cannot be doubled. The judgment seat of Christ is where we go 'on the carpet' receiving either commendation or a reprimand and the terminus of this railway is at the Union Station in the Holy City, the New Jerusalem, where many of our loved ones and friends are waiting to welcome us home."

FRISCO SERVICE PRAISED

Mrs. John L. Peete, of Fort Scott, Kansas, was so appreciative of the service given her by C. Lloyd Wright, ticket clerk at Fort Scott, and Frank Reber, conductor, on Frisco Train 104 to Kansas City, that she has expressed her feeling toward this company in a complimentary letter.

She was taking her husband to Chicago, and it was necessary that an ambulance convey him to the train. She went to the Frisco station and advised Mr. Wright of the situation and, she writes, "He relieved me of all worry by taking everything in his own hands—making all reservations and wiring for the Pullman to be made down. When the ambulance brought us to the station, the men carried Mr. Peete in the train and in just a minute he was comfortable in a nice clean bed, where he rested till we reached Kansas City, where we changed trains. Mr. Wright also wired for a wheel chair to meet us in Kansas City and as we left the train there, we were met by E. M. Giffey, passenger agent, who called us by name and made us feel that someone was really interested in us.

Mr. Peete passed away after his arrival in Chicago and I started on my return trip as escort with the corpse. The same wonderful service was extended to me all along the route. Now, I for one can't praise the railroad enough. If people could only realize what the railroad means at a time like this, it makes no difference how complete the bus seems to be, it can never reach the place where it can give such service and, in my estimation there is no comparison between the two."

NO TRESPASSING!

TRESPASSING on railroads is altogether too common. Rights of way for trains are not maintained for the convenience of the walking or cycling public. There is plenty of law on the subject, but it is seldom that trespassers are punished. Railroads do not choose to augment the ranks of their hostiles by haling trespassers before magistrates.

The cost of a system of fences and gates would be prohibitive. By all manner of placards and large-lettered signs, railroads warn trespassers. Their warnings are unread by unseeing eyes.

—From the Charleston (S. C.) News Courier.

A PAGE OF PRAISE *from* FRISCO FRIENDS

From E. M. Conrad, county engineer, Crawford County, Kan., to W. H. Bevans, superintendent, Fort Scott.

"Wish to take the opportunity at this time in behalf of the commissioners of this county to express our appreciation for the service rendered by your company in regard to chat shipments to Beulah and Girard recently. Evidently, you have used every means possible to take care of the county's interests and we assure you of our appreciation of same.

"We wish also to personally commend your station agent, Mr. J. B. Jennings, at Beulah, for his efforts in securing prompt switch movements in every way possible, as it has resulted in saving this county considerable expense."

From Alf. D. Carpenter, editor, Oswego, Democrat, Oswego, Kan., to W. L. Coleman, division freight and passenger agent, Joplin, Mo.

"I want to express my sincere appreciation for the service you rendered in the delivery of a recent freight shipment to our plant, by setting a car out by your through freight, thus enabling us to get this stock a day before it would have been possible otherwise.

"Such service as this is beyond comparison and I want you to know that if we have an opportunity to return this favor, we will be only too glad to do so. We have routed a number of large freight shipments over your line in the past and will continue to do so in the future."

From J. R. Sells, secretary, Central Association of Traveling Shoe Salesmen, 540 Ridge Building, Kansas City, Mo., to E. G. Baker, assistant general freight agent, Kansas City, Mo.

"At a recent meeting of the Central Association of Traveling Shoe Salesmen, held at the Savoy Hotel in Kansas City, Mo., it was unanimously voted that the secretary be instructed to draft a letter to the Frisco Railroad, commending them upon the stand they have taken in having been the first railroad to reduce passenger fares to the two-cent rate.

"This association goes on record as favoring, where possible, the railroads, who have contributed toward a reduction in traveling expenses by suggesting that merchants and buyers have their freight routed over the roads who have made this rate reduction possible."

From Finton H. Jones, Kansas City, Mo., to E. G. Baker, assistant general freight agent, Kansas City:

"I just returned from a trip through Florida and the East and want to take this opportunity to tell you that the most enjoyable part of my trip was while traveling on the Frisco.

"I found the employees all the way interested in my comfort. They seemed to show the attitude that they hoped I would travel over your road again.

"In my business I try to give service and when I meet with it myself, I appreciate it."

From Mr. O. M. Mitchell, president, Safe Deposit Company of Kansas City, to Mr. H. P. Wright, member of Frisco board of directors, Land Bank Building, Kansas City, Mo.

As a member of the Carter County Fishing and Shooting Club I am frequently on the Frisco en route to club house. I want to express my appreciation of the uniform courtesy of your trainmen all along the line. I want particularly to speak of this same courtesy shown in your Walnut Street Ticket Office here. Their attitude toward the traveling public is one of such service that it makes it a pleasure to buy a ticket over your road. I am pleased to express my appreciation of this to you."

From Mr. John E. Wilson of the law offices of Wilson, Bundschu & Bailey, Kansas City, Mo., to E. G. Baker, assistant general freight agent, Kansas City, Mo.

"Your letter to me of March 24 has just come to hand upon my return to the city.

"I found nothing to criticize as to the service on the train, but assure you that everything was handled in first class style. It was a great convenience to go from here to Miami and return on a through Pullman with excellent service."

From J. A. Folger & Company, Kansas City, Mo., to Roy Maring, of the Frisco traffic department, Railway Exchange Building, Kansas City, Mo.

"You no doubt will recall that on the last of February you issued a ticket for Mr. R. E. Atha, our general sales manager, and his wife for a trip to Miami, Fla., and return, and at the time of leaving Mr. Atha mentioned the possibility of going to Havana, Cuba, and returning via New Orleans.

In order that he might be taken care of you addressed a letter to the passenger department of the Florida East Coast Railway Company, authorizing them to make the exchange.

"Mr. Atha has returned from his trip, and as he expected presented your letter and exchanged the tickets in Miami, making the trip to Havana and returning via New Orleans. On the trip he was taken care of nicely. Mr. Atha certainly appreciated the service he was given while traveling on the Frisco Line and the personal favor you rendered.

"We also wish to thank you for the courteous service extended to Mr. Atha by the Frisco Railroad, while on his trip and assure you that it was greatly appreciated by us."

From Mr. Sam Bowman, manager of the Scott County Milling Company, Oran, Mo., to J. S. McMillan, superintendent of the River division.

"Please accept this as our most sincere thanks for the extreme courtesy your company extended us during our very damaging fire early Tuesday morning. I know no act of friendship greater than was extended us by your company, when someone in your organization ordered one of your fast passenger and mail trains to stop here and pull all empty and loaded cars from our tracks. We appreciate this Mr. McMillan and want our most sincere thanks to reach every man in your organization that had anything to do with such a courtesy."

From Miss Martha Atwood, soprano, Metropolitan Opera Company, New York, N. Y., to Miss Martha Moore, associate editor, Frisco Employees' Magazine.

"It was indeed a pleasure to meet you and I hope our chance meeting at St. Louis may be repeated many times. To begin with, your cordiality and then the courtesy of every one connected with the Frisco Lines, made my trip thoroughly enjoyable. It was a decided relief to find real hot water for washing—hot food, well-seasoned, to eat—and an engineer who knew how to start and stop a train without one waking and wondering if there had been an accident. The added courtesy of the officials in their willingness to hold the train if necessary for a full ten minutes at Highland Park, so that I might make my next date in St. Joseph, places me still further in a friendly indebtedness to you all."

The Pension Roll

WILLIAM PAUL CUNNINGHAM, pilot, Kansas City terminal, was retired February 28, having reached the age limit. He was



W. P. CUNNINGHAM

born in Allamuchy, N. J., February 2, 1861, and was educated in the Quaker school, Warren County, N. J. At the age of 18 he entered the employ of the Santa Fe in the track department. Later he worked as a brakeman for the Denver-Rio Grande and Western and as a switchman for the Missouri Pacific. He entered the service of Frisco Lines December 1, 1884, as a switchman at Kansas City. In 1886, following the loss of a hand, he became a switch tender in the Kansas City yard, and in 1889, became a passenger train flagman on the Northern division. He was transferred back to the Kansas City yards as a pilot in 1890, and served in that capacity until retirement. He married Nellie May Layman, April 10, 1901, at Kansas City, Mo., and to them were born two sons, both of whom are living. Mr. and Mrs. Cunningham live at 4216 Holly St., Kansas City, Mo. Continuous service of 45 years and 4 months entitles him to a pension allowance of \$86.80 a month, effective from March 1.

JOSEPH BOSSI, B and B foreman, Southwestern division, was retired November 6, because of total disability. He was born



J. BOSSI

at Bruzella County, Ticino, Switzerland, February 11, 1866, and attended school in Bruzella. He came to America in 1891 and entered the service of Frisco Lines in the same year as a mason near Springfield, Mo. In 1894, he became an assistant foreman and 1907 foreman on the Eastern division. Subsequently, he became assistant foreman on the Southwestern division and in 1916 was promoted to foreman there and served in

Seven Frisco Lines veteran employees, with combined service of 211 years and 4 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held March 20, 1931, at the St. Louis general office.

that capacity until retirement. He married Katie Frosheman at Rolla, Mo., December 24, 1894, and to them were born two children, both of whom are living. Mrs. Bossi died February 27, 1927. Mr. Bossi lives at 2001 North Grant, Springfield, Mo. Continuous service of 17 years and 3 months entitles him to a pension allowance of \$25.40 a month, effective from February 1, 1931.

JAMES HARDEN STUMP, conductor, River division, was retired December 8, 1930, because of total disability.



J. H. STUMP

He was born at Louisville, Ky., June 30, 1865, and was educated in Little Rock, Ark. Before coming to Frisco Lines he was a post office clerk. He also worked for the Colorado Midland of Denver, Colo., and for the St. Louis, Iron Mountain and Southern at Little Rock. He entered Frisco service April 4, 1902, as a conductor at Cape Girardeau, Mo., and worked in that capacity until retirement. He married Mattie Herim at Little Rock, April 4, 1895. Mr. and Mrs. Stump live at 3860 Shaw boulevard, St. Louis, Mo. Continuous service of 28 years and 8 months entitles him to a pension allowance of \$75.25 a month, effective from February 1, 1931.

GEORGE MILTON SINGLETON, yard engineer, Oklahoma City, was retired February 28, having reached the age limit. He was born in Pomeroy, Ohio, February 6, 1861, and was educated at Benton, Ill. When 20 years old, he became a school teacher. His first railroad work was in 1886, when he became a fireman at Taylor, Texas. He came with Frisco Lines as a fireman at Springfield, Mo., Sept. 10, 1889, and was promoted to engineer in 1901. He married Miss Delia Carney of

Newport, Ky., in 1883, and to them were born three children, all of whom are living except one. Mr. and Mrs. Singleton live at 1000 South Walker, Oklahoma City. Continuous service of 23 years and 6 months entitles him to a pension allowance of \$41.95 a month, effective from March 1.

HARVEY HENRY GRUBE, section foreman, Winslow, Ark., was retired December 2, 1930, because of total disability. He was



H. H. GRUBE

born at Bethlehem, Pa., June 17, 1874, and was educated in Kansas and Arkansas. He entered the service of Frisco Lines August 17, 1891, as a section worker at Winslow, Ark., and was promoted to section foreman October 1, 1902, at Porter, Ark. On September 1, 1917, he was transferred to Winslow and served as section foreman until retirement. He married Miss Margaret Burns, September 14, 1895, at Winslow and to them was born one son, who is deceased. His first wife died September 14, 1898, and on June 2, 1900, he married Mrs. Viola Murny. They had three daughters and adopted a son March 1, 1911. His second wife died September 14, 1924, and March 24, 1926, he married Mrs. Isabella Johnson of Purdy, Mo. Mr. and Mrs. Grube live at Winslow. Continuous service of 39 years and 3 months entitles him to a pension allowance of \$43.55, effective from February 1, 1931.

HUGH McARTHUR ROBERTSON, chief clerk to superintendent of terminals, Tower Grove, was retired February 28, having reached the age limit. He was born at Forres, Scotland, February 25, 1861, and was educated there. He came to America in 1892 and his first railroad work was with the Cairo Short Line, now part of the Illinois Central, where he worked as a trucker in a freight house. He also worked as a brakeman and clerk for that road. Later he worked for the Missouri Pacific and for the Cotton Belt. He entered the

service of Frisco Lines as night clerk at Chouteau Avenue in St. Louis, November 14, 1897. Later he became day clerk, following which he was promoted to the position of traveling car agent with headquarters in Springfield, Mo. Subsequently, he was appointed chief clerk to the superintendent of terminals at St. Louis and remained in that capacity until retirement. He married Louise Mosley, December 18, 1895, and to them were born four children, all of whom are living. Mr. and Mrs. Robertson live at 642 Yeddo Avenue, Webster Groves, Mo. Continuous service of 33 years and 3 months entitles him to a pension allowance of \$63.30 a month, effective from March 1.

CALEB GODFREY, assistant section foreman, Eastern division, was retired December 15, 1930, because of total disability. He was born in Indiana May 3, 1866, and was educated in Miller County, Mo. He entered the employ of Frisco Lines as a section laborer March 20, 1888, at Richland, Mo., and was promoted to section foreman in June, 1898, at Hancock, Mo. After working



C. GODFREY

there six months he was transferred to Haverhill, Kan., in the same capacity and remained four years. He was then transferred back to Richland, Mo., and later to Sleeper, Mo., as foreman. In 1915 he went to the Springfield yards as assistant foreman and served there until retirement. He married Harriett Hensley at Richland, Mo., May 18, 1888, and to them were born a son and two daughters. The son, H. L. Godfrey, is in Frisco service as a brakeman, and one of his daughters, Mrs. A. C. Lambeth, is the wife of a Frisco brakeman. The other daughter, Mrs. W. R. Kelton, is the wife of a Frisco signal foreman. Mr. and Mrs. Godfrey live at 1826 Robinson avenue, Springfield, Mo. Continuous service of 24 years and 1 month entitles him to a pension allowance of \$22.45 a month, effective from March 1, 1931.

In Memoriam

JOHN KOEHLER

JOHN KOEHLER, pensioned locomotive engineer, died April 5. He was born in Marytown, Wis., December 27, 1870, and was educated there.

He entered the service of Frisco Lines October 18, 1893, working in the roundhouse at Neodesha, Kan., and became a locomotive fireman July 18, 1897. He was promoted to engineer January 14, 1903, and served in that capacity until retirement, April 21, 1930, because of total disability. He married Miss Elizabeth Klapparich at Marytown, Wis., November 14, 1900, and to them were born two children. His pension allowance was \$87.35 a month and during his lifetime he was paid a total of \$436.75.

HOWARD BAYLESS

HOWARD BAYLESS, pensioned section foreman, died at his home in West Fork, Ark., April 9. He was born in Rinogold, Ga., January 17, 1861, and attended school in Catoosa County, Ga. He worked on his father's farm and fired a stationary engine for a sawmill until July 16, 1885, when he entered Frisco service as a section man on the West Fork, Ark., section. He was promoted to section foreman June 15, 1890, and was stationed at Van Buren, Ark. He also served as a roadmaster on the Central and other divisions at various times. He married Nannie V. Epps of West Forks, March 25, 1888, and to them were born two sons and two daughters. He was retired January 17, 1929, because of total disability. His pension allowance was \$45.25 a month and during his lifetime he was paid a total of \$1,040.75.

HARVE ANTRAM

HARVE ANTRAM, veteran engineer, Birmingham, Ala., died March 28. He was a member of the Shrine and other Masonic organizations at Birmingham, and is survived by his widow; a son, Hubbard M. Antram; two brothers and four sisters.

McLAUGHLIN, MARCELINE, of St. Louis, died at St. John's Hospital on April 10, 1931, at the age of 21 years, following an illness of several weeks' duration, which began with an attack of influenza, terminating in an abscess of the brain.

Miss McLaughlin entered the service of the Frisco Ry. Co. on May 26, 1926, and at the time of her death was employed in the office of auditor revenues as a key punch operator. A sister Miss Loyola McLaughlin is employed as a clerk in the same department.

In addition to her mother, Marceline is survived by four brothers and two sisters, and a host of friends. Her father, the late Charles McLaughlin, passed away about two years ago.

AGENCY CHANGES

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

Clarence F. Brockman, Crocker, Mo., March 17. Benjamin S. Gruner, Capleville, Tenn., March 7. William F. Haynes, Hallowell, Kan., March 16. W. R. Searcy, Henson, Kan., March 6. Elmer Newton Latimer, Marston, Mo., March 2. J. H. Spears, Nettleton, Ark., March 5. Walter E. Guinn, Riverton, Kan., March 10. W. C. Harris, Turrell, Ark., March 5. Russell Vandivort, Weaubleu, Mo., March 17. Chas. N. Keele, Goltry, Okla., March 31. William M. Lewis, Newburg, Mo., March 19. Allen H. Owen, Phenix, Mo., March 30. Homer H. DeBerry, Phillipsburg, Mo., March 27. Elmer W. Cheatham, Robertsville, Mo., March 25. Harold B. Bradfield, Saxman, Kan., March 19. Emmett F. Daugherty, Sullivan, Mo., March 18. Bruce J. Hough, White Oak, Okla., April 2.

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

Robert A. Maffett, Monmouth, Kan., March 25. Clarence P. Barron, Quin, Mo., March 23. Roy Essman, Eureka, Mo., March 16. Leonard W. Johnson, Fordland, Mo., March 16. Hugh A. Atwell, Phillipsburg, Mo., March 16. Peter Marik, Hunter, Mo., April 1. James V. Brower, Hunter, Mo., April 6.

Henry C. Pendergrass was installed permanent agent at Bridge Junction, Ark., March 10. L. W. Johnson acted as relief agent from March 2.

Walter L. Moffitt was installed permanent agent at Clarkdale, Ark., March 9. Station was handled by John Oaks 2-20 to 3-2; I. Hyatt, March 3; and N. E. Johnson 3-4 to 3-9.

Wm. Madison Walter was installed permanent agent at Weleetka, Okla., March 3. E. G. Palmer had been acting agent since February 12.

Mrs. Pearl Wagner was installed permanent ticket agent at Anaconda, Mo., March 24.

Ernest J. Lemmons was installed temporary agent at Patterson, Kan., March 31. He had been handling the station since March 24.

June P. Sheets was installed temporary agent at Ames, Okla., April 1. He had been acting agent since March 6.

James E. Moore was installed temporary agent at Catoosa, Okla., April 3. He had been acting agent since March 5.



Homemakers' Page



Hints for Spring Menus

SPRING, with its delightfully crisp new vegetables offers the housewife a variety of new ideas for the daily meals. Tomatoes will soon be on the markets ripened by an early warm sun. New potatoes, new peas and beans may also be prepared in tempting ways.

Tomato soup starts off the spring vegetable meal in a palatable way. The recipe below is one which has been tried and found to be excellent:

1 pint can of tomatoes	1 quart milk
2 teaspoons sugar	1 slice onion
¼ teaspoon soda	¼ cup flour
1 teaspoon salt	¼ cup butter
Pepper	

Stew the tomatoes and sugar, strain, add soda and seasoning. Scald milk in double boiler with one slice onion. Add flour well blended with butter; cook thoroughly. Remove onion from milk. Combine mixtures, adding tomato to milk slowly, strain and serve at once in a hot dish.

Have you ever served stuffed cabbage? It is delicious and if you have not already served it, it will be new to the family.

The ingredients are:

1 medium-sized cabbage	1 cup milk
1 pound beef	1 egg
1 slice bacon or salt pork	Seasoning
1 onion	1 green pepper
1 cup bread crumbs	

Select solid cabbage, not too large, remove outside leaves, cut out stalk end, leaving a hollow shell. Chop uncooked beef, with bacon and onion. Add crumbs soaked in milk, beaten egg, salt and pepper. Shape mixture into balls or cakes, arrange in cabbage. Arrange strips of sweet pepper on top of cabbage, tie in cheese cloth, then steam or boil until tender. Serve with tomato sauce.

Parsnips will find a hearty welcome on any table. And perhaps you have not served them in fritters. If not you will find the following recipe appetizing:

Wash and cook parsnips in boiling water for 15 minutes; remove the skins, mash; season with salt, pepper and butter. Flour the hands or dip them in cold water and shape the mixture into small cakes. Dip these cakes in flour and dry in hot fat.

The dinner does not seem complete without potatoes in some form or another. One of the most delectable

ways of serving them is in stuffed form.

Select medium-sized, smooth-skinned oval potatoes. Bake in a hot oven 450° F until tender, being careful not to overbrown the skin. Cut the potatoes in two lengthwise, remove the potato pulp, being careful to leave shells unbroken. Mash the hot potato, add either milk or cream as for mashed potato.

Season as follows: To each cup of potato add ¼ teaspoon salt, ½ teaspoon pepper, ½ teaspoon onion juice and 1 teaspoon butter. Fill the shells with this mixture, rounding the surface so that it is the shape of the original potato. Bake for 10 minutes in a hot oven. Grated cheese may be sprinkled over the top.

Fruit salad may be served with practically every meal.

It is not only nutritious and healthful, but a colorful dish for the table.

An excellent recipe for mixing the ingredients, follows:

2 oranges	½ pound malaga grapes
3 bananas	4 slices pineapple, cubed
	12 walnuts

Mix fruit and serve salad dressing on top, or add fruit salad dressing to moisten. Mix with whipped cream or fruit salad dressing, or salad dressing only. May be served in orange cups.

And to make the fruit salad dressing, take ¼ cup pineapple; ¼ cup lemon juice; 2 eggs; 1 cup whipped cream and ¼ cup sugar. Beat the two eggs, add sugar, pineapple and lemon juice. Cook in double boiler, stirring constantly until thickened, then set aside to cool. Whip the cream and fold into the mixture just before serving.

Rhubarb is found to be one of the most appetizing dishes for early spring. It may be served in many ways, but is particularly tempting when made into a pie. A tried recipe calls for one pint of rhubarb, one cup of sugar, two teaspoons flour and ¼ teaspoon of salt. Wash the rhubarb and cut into ½-inch pieces. Mix with other ingredients. Line deep pie pan with pie crust. Fill with mixture, being careful not to heap up. Measure pan before mixing ingredients, so that no more may be prepared than pan will hold. May be covered with an

upper crust, or barred with narrow strips of crust, or baked in lower crust only and meringue added. In this case, one or two beaten egg yolks are usually mixed with rhubarb.

If you do not have a good recipe for pie crust, the one given below may be found most satisfactory:

Take one cup of flour, ¼ teaspoon salt, ¼ cup shortening, and ¼ cup ice water. Sift together salt and flour. Cut in the shortening as for baking powder biscuits, using a large knife or spatula for this operation. The amount of water used will vary with the flour, so the proper consistency of dough must be learned rather than to place dependence on the measure of water. It is well to bear in mind that lard produces a flakier, whiter crust than any other shortening. Equal parts of lard and butter produce better pastry than butter alone. Dough must neither be sticky nor crumbly, and must be easily lifted from the bowl in one mass. If chilled, before rolling, it will be more easily handled. Toss on a floured board and roll lightly, keeping in a circular shape. Roll very thin. This recipe will make one small double crust pie.

Serve Sherbets for Dessert

Sherbets, made from fresh crushed berries are particularly appetizing and colorful at this time of the year, and may be served countless times and with pleasing results.

Raspberries will soon be on the markets and below is a recipe which is well worth trying:

Raspberry Sherbet

3 cups fresh raspberries (2 cups crushed or canned)
1 cup orange juice
2 tablespoons lemon juice
½ teaspoon grated orange rind
1½ cups Borden's Sweetened Condensed Milk

Rub the berries through a sieve and stir in the orange and lemon juice and the orange rind. Add condensed milk. Freeze. Pack in ice and salt for an hour or more after it has been frozen in freezer, or pour into trays in the electric refrigerator and freeze for a couple of hours, stirring every thirty minutes for the first hour and a half.

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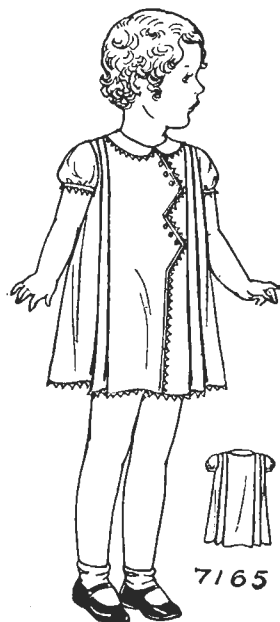
Spring Clothes For Frisco Children

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MOTHER is going to give a sigh of relief when she sees these three simple little patterns for the spring wardrobe for the children.

The first one below is of white batiste and embroidered, with filet edging for trimming. Plaits supply fullness. The fronts are lapped from right to left in wide points and the sleeves are short puff ones, gathered to a sleeveband. A small flat collar finishes the neck. This style may also be worked up in pongee, flannel, cotton prints or dimity.

It is designed in four sizes: 2, 3, 4 and 5 years. It will require $1\frac{3}{8}$ yards of 39-inch material for a 4-year size. To trim with lace or other edging or with rick-rack braid, as shown in the large view, will require $4\frac{1}{4}$ yards. To



7165

finish with bias binding as shown in the large view will require $\frac{7}{8}$ yard, $1\frac{1}{2}$ inch wide.

The new plaids are very attractive and lend themselves well to the separate skirt that may be worn with a Middy, as shown in the center illustration. This skirt is mounted on an underbody. The Middy is cut with regulation lines, and may have long sleeves, finished with a straight cuff, above which tiny tucks take up the fullness and form a neat decoration, or the sleeves may be short, as shown in the large view, and be finished with an upturned cuff. The Middy and skirt may be of linen, pique or shantung or of jersey weaves.

This model is designed in four sizes: 6, 8, 10 and 12 years. An 8-year size will require three yards of 35-inch material for both Middy and skirt. As pictured in the large view, it will require $1\frac{3}{4}$ yards for the Middy and $1\frac{1}{8}$ yards for the skirt of 35-



7156

inch material. The underbody of muslin or lining will require $\frac{1}{2}$ yard of 36-inch material. To trim with braid as shown in the large view will require $3\frac{3}{4}$ yards.

And then there must be some fresh, cool little dresses for afternoon wear and No. 6355 shows a most attractive model and one which is made in printed lawn, with organdie for the pockets. China silk in white or pastel shades is also attractive. Cotton prints, pongee and crepe de chine are suggested. This design is simple and charming. The raglan sleeve is very comfortable and dainty in the puff formation of the illustration. A neat collar and pleasing pockets complete this style.

It is designed in four sizes: 6 months, 1, 2 and 3 years. To make the dress for a 2-year size will require $1\frac{3}{8}$ yards of 36-inch material. For pockets and facing of contrasting

material on collar and cuffs $\frac{1}{4}$ yard, 27 inches wide is required.

Perhaps these three designs do not answer the need and if not, then the summer fashion book, containing 32 pages, 16 of which are in colors, will be ready on May 1, and will be sent to all those addressing their request to *The Frisco Employes' Magazine* pattern department, 11-13 Sterling Place, Brooklyn, N. Y.



6355

THE SPRING WARDROBE

Let's talk about the spring wardrobe for the grownups!

Have you a coat suit in your spring wardrobe? Have you a jaunty little hat that will go well with it? If not, then to be perfectly dressed you should acquire both. A suit is both serviceable and may be used upon many occasions besides street and sports wear.

And then to be perfectly attired, be sure and get a little scarf—just a small one that ties in front and hangs down, displaying a gaily colored border, to match the coloring in the suit, of course.

More care should be used in the selection of gloves, handkerchiefs and shoes. Shoes are made up in such varieties, that one may secure just the shade, the color or the style wanted, and a trip through one of the large department stores recently showed that summer gloves, wash ones, may be purchased in pastel shades to go with gay little summer frocks. Long lace gloves, without fingers, resembling the old mitts, may be worn attractively with the evening costume.



A Story of A Real Mother's Day

IT HADN'T been more than an hour before, that Mother had taken the beautiful lemon meringue pie from the oven and showed it to Buddy and Sister. And now, an hour later, as she went into the pantry, a huge piece was gone, well, it might have been two pieces, at any rate it was a **GREAT BIG** piece.

"Now which one of you children took it?" she asked. "Where did it go?"

"I don't—don't know, mother," said Buddy.

"I don't either," said Sister.

"Well, I suppose a little mouse climbed in here and took the knife and cut off this piece and then walked away with it," said mother. "Now I'd just hate to think that either of you two were telling me a falsehood. I baked it to take to grandmother's because tomorrow is Mother's Day, and now look at it." Mother walked to the cupboard and placed the remainder of the pie on a shelf.

Buddy and Sister, without another word, walked out into the yard. They sat down under the big apple tree. For a few moments neither of them spoke. Then Sister broke the silence.

"Buddy—you know you can tell me, did you eat that pie?"

"What if I did?" was Buddy's answer.

"Why Buddy—and you told Mother a story."

"Wasn't exactly a story—she asked me where it went and I don't know where it goes after you swallow it. Gee, I didn't know she had it for Gram. Anyway I didn't mean to eat but one piece. I cut the other one for you and went out to find you and couldn't so I—well I ate it. I couldn't put it back or carry it around all day."

"What is Mother's Day anyway?" asked Buddy.

"Why it's just a day when you wear a red flower on your dress if your mother is living and a white one if she's dead." Sister sat there for a few moments and then said, "Well, I'm going over to Mary's. You'd better go back and tell Mother."

Buddy sat there for a long time, a good sized battle raging within him.

Then he began to pick up sticks and rocks and carelessly tossed them as far as he could. "Can you 'magine that?" he mumbled to himself. "I would have to get into a Mother's Day pie! How'd I know it was Mother's Day? Mother can't understand 'bout boys' appetites. Gee, I wish I could cook, I'd make her another old pie. She did look kinda hurt. Wish I hadn't done it. Wish I had said 'Yes, I ate it,' when she asked me. Why do mothers always have to be so fussy about pies and stuff like that? I'll bet Dad'll understand."

There wasn't time before the evening meal to tell Dad, but Buddy felt awfully warm and uncomfortable when mother turned to Dad and said:

"The funniest thing happened today. I baked a pie for mother, and when I went in to get it two pieces were gone. Buddy and Sister neither one were in the pantry and I've just decided that a little mouse came in and cut himself a piece and walked out with it."

"Huh, that's funny," said Dad, glancing from Buddy to Sister.

But Buddy's eyes were intent on his plate. Sister, who was sitting next to him, gave him a punch with her foot, but Buddy didn't look up.

"Mother, how did Mother's Day start?" asked Sister.

"Well, in 1908 Miss Anna M. Jarvis, a Philadelphia Sunday School teacher, chose to wear a white carnation in memory of her mother. From this little incident has grown the celebration of that day. In 1914 Congress set aside the second Sunday in May as 'Mother's Day,' and today it is being observed in nearly every church in Christendom."

And just then the door bell rang. Mother answered it and came back with a huge box. "What on earth?" she said and she untied the ribbon. And then she took out a huge bunch of roses.

"They're for you, Mother," said Dad. "In celebration of Mother's Day."

"Oh, how lovely," said Mother and she gave Dad a big kiss.

Buddy took it all in. Mother's Day, which he had thought but just an-

other day, was assuming more prominence than he thought it ever would. Maybe stealing the pie was important, if people gave gifts to their Mother.

Now of course it was very wrong of Buddy to tell the first story but his uneasiness was two-fold now that he had to admit that he told a story and then tell the truth. He pondered various ways of doing it. They were all hard enough, and then he went to his room and opening his dime bank took out the contents and counted out \$2.50. "Wonder how much pies cost," he said, half aloud.

Finally Mother came up the steps, alone.

"Mother," said Buddy. Mother went into his room and sat down beside him.

"Mother, I told you a story. I did eat the pie, but I didn't think it mattered, and I'm sorry. Here's my money and you can buy Grandmother a new pie and I won't ever touch anything in the pantry again."

"So you were the little mouse, Buddy," said Mother. "Well, I'll admit I was feeling badly, for I knew that one of you took it. It's sweet of you to tell me, Buddy, but you keep your money because I baked two this afternoon. It will make my day tomorrow a lovely one, for your having told me this," and she leaned over and kissed him.

"Well, Mother," Buddy said, "won't you take some of this and buy a big red rose and wear it for both Grandmother and you?" asked Buddy.

"Why yes, dear, if it will please you. A quarter will buy a lovely red rose and I'll wear it, just for you."

"Oh thanks, Mother," said Buddy.

And next day after church, Buddy said that he had thoroughly enjoyed the sermon.

And mother, who was walking home by his side, felt his hand in her own and he looked up and said, "And you were the most beautiful Mother there."

"Thanks so much, Buddy," said she, and smiled a knowing little smile, for Buddy and she shared a secret that had had a most happy ending.



FRISCO CHILDREN

1—Reva Lou and Lula Rose, children W. L. Peeler, air man, Springfield. 2—Artell, granddaughter Wm. Ervin, section foreman, Lamont, Okla. 3—David Dow, Sidney Joe. Leonard Berkham and Raymond F., Jr., children of R. F. Dees, pipefitter, and B. Berkham, locomotive fireman, Springfield. 4—Mary Katherine and Walter, Jr., children of R. W. Adams, machinist, Springfield. 5—Nelda Ruth, daughter J. Adams, locomotive inspector, Springfield. 6—Bettie Marie, daughter E. D. Hansen, electrician, Amory, Miss. 7—Gerald Lee, son W. R. Adams, machinist, Springfield. 8—Herbert Jeane and Margaret Ann, children W. H. Johnson, triple rack man, Springfield. 9—Alfred Glenn, son E. H. Howard, coach cleaver, Oklahoma City. 10—Eddie Lee, son C. E. Potter, St. James, Mo., grandson E. L. Phelps, car foreman, West Tulsa. 11—A. B. Holmquist, son of night locomotive inspector, Springfield. 12—Virginia Louise, daughter W. K. Baker, Tulsa.

**Ain't It So?**

Five per cent seems a pitifully small return on your money until you've tried to get ten per cent and lost your principal!

AT CHURCH

Minister: "Hell is full of synthetic gin and short skirts."

A voice from the other end of the hall: "Oh death, where is thy sting?"

EXACTLY

"What is a dry dock?" asked the professor in the engineering class.

Student: "A physician who won't give out prescriptions."

Underdone

The cowpuncher ordered a steak at a restaurant. The waiter brought it in rare—very rare. The cowpuncher looked at it and demanded that it be returned to the kitchen and cooked.

"Tis cooked," snapped the waiter.

"Cooked?" said our friend the cowpuncher. "I've seen cows hurt worse than that and get well."

HE WOULD

Servant: "The doctor is here, sir."

Absent-minded Professor: "Tell him I can't see him, I'm sick."

CONSCIOUS

They were driving along a beautiful stretch of country road, when she, driving the car, espied repairmen climbing several telephone poles.

"Look at those fools, Harry. I guess they think I've never driven before."

Natural Questions

St. Peter: "And here is your golden harp."

New Arrival: "How much is the first payment?"

TRAFFIC PROBLEM

"Father, freight is goods that are sent by water or land, isn't it?"

"That's right, son."

"Well, then, why is it that freight that goes by ship is called a cargo, and when it goes by car it's called a shipment?"

STUDENT TAKING EXAM

T. M.: "Son, if you should go from here to Hugo and the board was red and you go in the telegraph office and find the operator dead, what would you do?"

Student: "I don't know. Put the train in the sidetrack and go to his funeral, I guess."

Worse and Worse

She was the kind of woman who could be relied upon to say the wrong thing wherever she was. At a recent dinner she turned to her neighbor and said:

"Doctor, can you tell me who that terrible looking man is over there?"

"I can," said the medical man. "That is my brother."

There was an awkward pause while the woman racked her brain for something to say. The doctor was enjoying her discomfiture.

"Oh, I beg your pardon," she stammered, blushing. "How silly of me not to have seen the resemblance."

SERVICE

However unreasonable customers are, business men have found that it pays to go to the limit to please a customer.

A woman entered a grocer's shop and asked for some good cheese. The grocer showed her some which did not please her. She wanted some particularly "lively" cheese. He showed her the remainder of his stock, but she wasn't satisfied. She wanted it still more "lively."

At last the grocer, losing patience, called sarcastically to his assistant:

"John, unchain number seven and let it walk in."

THE IDEA!

"How can you detect an elephant?"

"Why, you smell a faint odor of peanuts on his breath."

What Next?

Teacher: "Quote a Scripture verse."

The Kid: "Judas went out into the garden and hanged himself."

Teacher: "That's fine! Quote another!"

The Kid: "Go ye and do likewise!"

THAT'S RIGHT

An Englishman, according to popular legend, gets three laughs from a joke—first, when the joke is told; second, when it is explained to him; and third, when he understands it.

The Frenchman gets only the first two—he never sees the point.

The German gets one—he won't wait for an explanation.

The American gets none at all, because he's heard the joke before.

FAST TIME

It was little Willie's first ride in a railway train, and the succession of wonders had reduced him to a state of hysterical astonishment.

The train rounded a slight bend and with a shriek of its whistle, plunged into a tunnel.

There were gasps of surprise from the corner where little Willie was kneeling.

Suddenly the train rushed into broad daylight again, and a small voice was lifted in wonder.

"It's tomorrow!" gasped the small boy.

Spoke Their Language

They are telling the one about the man who had been waiting patiently at the postoffice and who could not attract the attention of either of the girls behind the counter.

"The evening cloak," explained one of the girls to her companion, "was a redingote design in gorgeous brocade, with fox fur and wide pagoda sleeves."

A this point the long-suffering customer broke in with: "I wonder if you could provide me with a neat red stamp, with a dinky perforated hem, the tout ensemble treated on the reverse with gum arabic? Something about two cents?"

WELL, WELL!

"I want a ticket to Chicago."

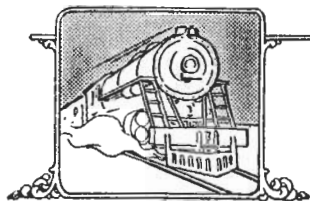
"By Buffalo, of course."

"No, you durn fool, by train."

YOU TELL 'EM BY THEIR EARS

Smart Man (boarding car): "Well, Noah, is the ark full?"

Conductor: "Nope. Only one jackass so far. Come on in."



The FRISCO MECHANIC

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



Notes From the General Chairman

By H. E. BURGESS

APRIL 1 at Chaffee, Mo., I found E. E. Nixon, master mechanic, had gone to Hayti, so I stayed over until the second and felt abundantly repaid as I had an opportunity to sit in with the mechanical school conducted by H. E. Hubbard, general foreman, and heard and saw Brother G. W. Green demonstrate the proper valve-setting of the Stevenson link type engine, which he did in a creditable manner, carrying his demonstration, showing the fine points and answering questions with remarkable ease and self-control. An earlier feature of the meeting was the launching of promiscuous questions directed at members of the different crafts which were answered for our common benefit, thereby adding to the stock of engine lore held by all. Inclement weather detained some few at home but did not detract from the ardor of the earnest group that attended the session. At the close Mr. Nixon gave a short talk on the value of these meetings.

Local No. 11's meeting on April 1, presided over by Blacksmith John Hinklebein, was a harmonious one. When business was disposed of the meeting developed into a round table talk on association matter, and a future party was planned. The burning question was, "will we have pie or ice cream?" with the chances very favorable to having both.

The second regular meeting of Local No. 8 at Enid, Okla., was a social event. But March 21 was an open meeting, at which the supervision and general chairman sat in. The purpose was to perfect and further a "Save the Roads" movement, which had gotten considerable headway. Brother Tom King and committee rustled up sixty-five members as a starter, and the list was submitted to radio station KWKH, and acknowledgement by radio was a feature of the evening. It is the hope of Local No. 8 to expand this movement to include every railroad man in Enid and thereabout, regardless of the department or road by which he is employed.

An excellent feature of the evening was the music furnished by Messrs. C. C. Vistine and Herbert Rash, playing the accordion and the guitar. Both are Frisco boys. Brother H. H. Fuller acted as choirmaster and led in the singing of a song, which he said could not be sung by anyone, but Brother Fuller tackled it with his characteristic vigor and sang it.

The attitude of Local No. 8 toward this "Save the Road" movement is highly commendable, inasmuch as the members are ready to enlist their strength under any aggressive leadership that is working to the desired end.

Master Mechanic J. W. Foley gave a short talk in which he endorsed the attitude of Local No. 8 and offered all assistance within his power. Other speakers were E. O. Daugherty, assistant superintendent; William Phillips, general foreman; J. F. Ferguson, general car foreman; Maurice Bougher, chief clerk to master mechanic; F. E. Bates, C. P. Clark, T. L. Bentley and H. H. Fuller. Chancellor cigars were there to burn.

An open meeting of Monett Local No. 6 on March 25 was held at the Park Casino with a good number of the shopmen, their families and friends attending. The Casino, a municipal building, is beautifully situated in one of the city parks. It is arranged with a stage, auditorium and modern dining room with fully equipped kitchen. This building, furnished free to the local, was indeed a compliment and testifies to the esteem in which Local No. 6 is held in Monett. The program was followed by a sumptuous dinner served cafeteria style. Local No. 6 is a strong factor in the civic life of Monett.

At this meeting, the following program was presented: Addresses by Mayor Russell and E. H. Garrison, general foreman; reading, Hal Cruise; song, Norine and Alein Sheppard; piano duet, Jean Walpert and Alma Vermillion; reading, Inez Hankins; dance, Helen Garrison; reading, Herbert Pinkley; reading, Billy Jo Allen;

dance, Veda Holland; reading, Shirley Mustain; violin solo, Helen Suttles; song, Mary Larkin; musical reading, Mildred George; selections by quartette, Charles Summers, Fred Summers, James Raines and James Ayler; address, H. E. Burgess, general chairman.

The evening closed with a social period in which the employees devoted their time to getting better acquainted and promoting a good spirit.

A short stop at Memphis on March 26 found all going well in Local No. 19.

President Hazel reports a membership of 100 per cent with no delinquents, which is a very desirable condition of affairs. Division chairman, Brother Otto Kettmann, is authority of the fact that there were no engine failures on Southern division during the month of February, nor so far in March. This is a noteworthy record, a credit to our organization and a bouquet to the Southern division, and indicates close harmony among all members of the mechanical department, on this, the longest division in the system.

It might be said in passing that this very enviable record is shared by other divisions. So let's set the mark just a little higher and make this coming month a system-wide clear record of no engine failures. Wouldn't it be great? Wouldn't we all "cut up?" You are the boys that can do it. Steady now! All together, let's go for a system-wide clear month.

A visit to Birmingham Local No. 18, April 6, afforded the opportunity to meet with a large number of the membership. The local and mechanical school, as before stated, met at the same time and this being the close of the school term we had the pleasure of having B. G. Gamble, master mechanic, and L. M. Westerhouse, general roundhouse foreman, with us, who made very interesting talks, pointing out the high perfection of the work being done at Birmingham.

Birmingham is a hall of wonders that staggers the imagination. We are glibly told of the many millions of tons of iron ore, of coal, of limestone, all within easy reach of the furnace.

The Development of the Locomotive

By W. A. MYERS, Machinist

THIS is an introductory paper on the development and maintenance of the locomotive up until the present day. To fully appreciate the advancement and progress that has been made in the development of the modern locomotive, we will have to go back in the pages of history to about the year 1830. It was about this time in the 19th century that people began to see a need for faster transportation on land than the horse and oxen. The locomotive and railroad seemed to be the solution, even though they received considerable ridicule at first.

The first locomotives were very crude affairs, weighing something like six or seven tons. They were capable of running at the amazing speed of 10 or 12 miles per hour. Wood was used for fuel and the exhaust was allowed to escape directly from the cylinders to the atmosphere.

For several years there was no development to speak of in the locomotive. They were very little better than horses, but after the exhaust was utilized to increase the draft on the fire the development of the locomotive progressed rapidly. Only one more great obstacle barred the progress of the early locomotive for several years and that was inadequate evaporating on heating surface. Some of the early locomotives had to stop every two or three miles and get up steam pressure again before they could proceed with the train.

As the country grew and spread toward the west there was a demand for heavier and better locomotives for faster transportation. Each year saw more improvements and new features added to the locomotive. The first Stephenson valve gear was applied to a locomotive in 1842. This was considered a great step toward development and improvement, as it enabled the engineer to have a more flexible control of the locomotive through variable cut off, as well as a saving of fuel and a better performance.

The Stephenson valve gear has long since been superceded by the two prominent valve gears of the present time, Walschaert and Baker valve gears; although thousands of locomotives in the United States still have the Stephenson valve gear. However, it is fast becoming obsolete.

The main advantage of the Walschaert and the Baker valve gears over the Stephenson is that they are on the outside of the frames where they are easily accessible for repairing, inspecting and oiling, whereas the

Stephenson gear was almost entirely between the frames.

As the locomotives grew larger each year the trains also grew longer and larger. Lack of sufficient braking power was the main impediment of long trains for several years. The locomotives were equipped with steam jams to operate the brakes on the locomotives, but the trains had to be braked by hand. This was a dangerous practice with long trains over mountainous grades. Many trains ran away and wrecks happened before that advent of the air brakes. The invention of air brakes by Westinghouse is an epoch not to be forgotten in the development of locomotives and railroads. It paved the way for heavy, high speed trains.

As the power grew heavier and faster the lubrication grew insufficient to meet the demands. Oil was too light for rod brasses and crown brasses. Heavy grease has replaced the oil cups on the rods and the waste cellars on the driving boxes. Correct and sufficient lubrication is a very important item in the successful performance of the modern locomotive. Hub lubrication is an important item which has only been stressed the last few years. No provision to speak of was made in the old locomotives to counteract the friction of the lateral thrusts of the locomotive.

The invention of superheater units was a great help toward better lubrication of valves and cylinders, by the extra heat applied to the saturated steam after it left the throttle. It also increased the expansion force of the steam.

The dawn of the 20th century saw many changes and improvements in the locomotives. Electric headlights replaced the old oil and arc headlights. Sanders, bellringers, air operated fire doors, and many other pneumatic devices were added to the locomotive.

Thermic syphons were applied to the fire boxes to stimulate the circulation of water in the boiler and add more evaporating surface to the boiler. There are countless many other small devices, too many to mention, which have been added to increase the efficiency of the locomotive.

In the last two decades the locomotives have seen a greater change than any corresponding length of time since they were invented. The modern locomotives are so long that they had to be equipped with mechanical stokers to feed coal in the fire box. The stoker is a fine machine and if



operated right the coal can be placed any place desired in the fire box.

After a train has gained momentum the locomotive can very easily handle it, but with the long trains of the last decade or so the locomotives were unable to start them. This led to the invention of the booster, which is fastened to the trailer wheels. It is claimed the booster increases the traction effort of the locomotive 15 to 25 per cent.

The modern locomotive, with which we are familiar in the 4200 class engine the Frisco recently purchased, is a very fine piece of machinery. The array of steam gauges, back pressure gauges, pyrometers, other gauges and levers in the cab suggest the intricate mechanism that is necessary to control the huge power plant of which it is a part.

These locomotives have embodied in them the last word in lubrication. Every bearing on the locomotive, including all spring rigging, brake rigging, shoes and wedges, rods and valve motion is lubricated by the high pressure alemite system. This will increase the life of the rod bushings and valve motion several fold.

They are equipped with front end throttles, coffin feed water heaters, two 8½ cross compound air pumps, mechanical lubricators, standard stokers, boosters and countless other devices which increase their efficiency.

We realize what wonderful progress has been made on our own railroad; in fact the locomotives have now been developed to a point where engine failures are practically a thing of the past, and the locomotive is now usually considered the safest and most reliable means of transportation.

FRISCO MECHANIC FAMILY NEWS

MECHANICAL AND STORES DEPT. FORT WORTH, TEXAS

J. D. WACEY, Reporter

Messrs. J. W. Surles and G. W. Moore were here on an inspection trip March 25. As each of them had division offices in Texas at one time, most of our minds reflected back a few short years.

Mr. and Mrs. Jack Devaney announce the birth of a daughter March 25. Both mother and daughter are reported as doing fine. As this is not the initial appearance of Jack as a father, there is no need to worry about him.

Mr. and Mrs. E. W. Dada report the birth of a daughter on March 21. All doing fine, including the father.

J. W. (Pat) Witt, car man, who said "goodbye" to his tonsils at Harris Hospital a few days ago is recuperating speedily, expecting to be back at work soon.

R. C. Moore, car man, has been under the doctor's care for some time.

Chas. Young, car inspector, confined to Harris Hospital during the month of March is reported as convalescing.

Mrs. R. W. Courtney is up and about a bit after a siege of sickness. We trust she will soon make a complete recovery.

R. B. Snow, fireman, made a week-end trip to Abilene March 29 to be with his wife, confined to a sanitarium in that city.

A. N. Walker, engineer, is laying off a few trips, having made a "turn" to the dentist's office, setting out most of his teeth.

T. C. Melton, fireman, came up from the cactus country for a few days during his lay-over period to bargain for some automobile casings.

L. C. Bodking, section foreman, is in the hospital for an operation.

D. B. Mason, fireman, has relatives visiting from Salt Lake City.

J. H. Thomason, stores laborer, is confined to Harris Hospital.

Mrs. E. K. Toombs, wife of locomotive fireman, having been back and forth from the hospital during the past year is now at home, recuperating.

G. A. Madden, engineer, has been qualifying for the motor car run, getting ready to assert himself as passenger bumper.

G. D. Skelton, hostler, had his turn with the sick boys during March but is now recovered and back at work.

F. Rose, fireman, was removed from his engine at Sherman to the hospital. He has since been removed to his home here, reported as considerable improved.

J. R. Ferguson, locomotive inspector, made a trip to Belton March 21 to see one of his daughters in college there. So much improvement has been noted in her condition it is now decided she will be able to remain in school.

A fuel meeting of intense interest was held at this point on March 27. Mr. D. F. Forsythe gave an impressive talk on fuel conservation, coupled with an earnest plea for those present to do everything in their power in securing additional business for the company.

Mr. B. B. Lewis, president of the Frisco Employees' Club of Ft. Worth was present at the fuel meeting, making a few well directed remarks to the engineers and shopmen regarding the activities of the club, pleading for their assistance and support. File in the wagon boys and don't drag your feet; every effort counts and is needed badly.

Our business is continuing to increase gradually. Everything indicates both a better stock and crop movement than we enjoyed last year, which is indeed something to be cheerful over.

A. N. Crutcher, former painter foreman, was engaged to paint the Frisco

monogram on the new Henderson street underpass, opened to traffic March 28. As this is a very busy and important thoroughfare, our management is to be congratulated on securing such a conspicuous and desirable location for advertising.

A new 4000-foot extension track is being constructed to the new city filtration plant which we trust will develop considerable new traffic for us to handle.

President Kurn's accident prevention merit cup for mechanical department has been with us for the past quarter. To keep it boys, we are going to have to work and think 100 per cent safety for the other divisions are as anxious to get it as we are to retain it.

Mrs. G. W. and L. B. Wade of Houston, daughters of C. E. Blentlinger, car foreman, spent Easter Sunday with their parents.

PARIS, TEXAS

N. B. PALMERTREE, Reporter

H. E. Burgess, general chairman of Frisco metal crafts and car department employees, residing at Springfield, Mo., visited Paris on April 11th.

E. S. Olson, master mechanic, and family visited the oil fields at Tyler, Gladewater and Orb on April 4th.

The Frisco Employees' Club at Hugo, Oklahoma, gave a huge party and dance on April 9th and believe me those Oklahoma boys sure can make good "Punch". Paris appreciated their invitation and the following attended, reporting a very enjoyable evening: E. B. McGaha, yard master, and wife; Mr. and Mrs. Jay Paris, George McCright, clerk; W. R. Taylor, warehouseman; T. R. Jackson and wife, Mrs. Lela Finch, Miss Ann Finch and Mr. E. S. Olson, master mechanic and family.

Mrs. C. S. McCord and son, wife and son of C. S. McCord, ticket agent at Paris, visited Mrs. McCord's mother at Ada, Oklahoma, the last two weeks in March.

N. B. Palmertree, car inspector and family have been seen several times lately in a new car and we all envy them.

J. M. Brownie is the new switchman at Paris, taking the place of Cam Creel who was accidentally killed in March. We welcome Mr. Brownie to Paris and we are sure that he will like his job and the city.

Mr. B. C. Derrick, chief clerk to the agent, and his wife and son visited Gainesville friends on April 4th.

A Sunday afternoon picnic was enjoyed by the following, at Roebuck Lake in the southern part of Oklahoma on April 11th: Mr. and Mrs. T. R. Jackson and family, Mr. and Mrs. Huckabee and family, Mr. Bob Finch, Mrs. Lela Finch and Miss Ann Finch, and Mr. E. B. McGaha and wife and Mr. H. C. Crook and wife came up also, but they were a little late for the eats. It was decided after a lengthy contest that Bill McGaha was the best oarsman of the bunch. Roebuck Lake is a beautiful place and every one enjoyed the outing.

Mr. A. E. Popp, machinist helper, enjoyed Saturday evening off, what did you do "Pop" with the spare evening.

Mr. Bill Cooper has just undergone a very serious operation and he has all of our best wishes for a hasty recovery.

OKLAHOMA CITY LOCAL No. 15

E. W. GEE, Reporter

We are sorry to report the illness of Mrs. L. A. Fuller, wife of our genial station master, and hope for her early recovery.

J. H. McMains, engine foreman, is the proud possessor of a new Chev-

rolet. Watch him strut his "stuff."

Clarence Stansbury, west end passenger brakeman, off a few days due to sickness is back on the job.

Mr. J. W. Surles, superintendent motive power, made us his first visit this week. Glad to have him with us and hope he makes his visits often.

Mrs. Jesse Moore has returned from a visit to California.

Brother Billie Myers, president of our local, is very busy right now getting our baseball club in condition for the opening season, we are sure of carrying off the pennant this year.

It will soon be time for our annual picnic and we suggest the committee get busy on arrangements.

P. D. Sheehan, our general yardmaster, was a recent visitor to points in Arkansas.

Business is looking up. We notice more cars moving every day and hope to see everything back to normal with the movement of the new wheat crop which promises to be a bumper one.

DEPOT TICKET OFFICE TULSA, OKLA.

P. L. HAILEY, Reporter

Baggage Agent C. E. Fennigan and wife spent April 9 in Kansas City, Mo.

Mrs. W. P. Kent, daughter, Nevada, and son, Ned, spent a few days with relatives in Pittsburg, Kan., the first of the month.

Mr. J. E. Manning, ticket clerk, visited in Oklahoma City, Okla., the latter part of March.

Mr. W. D. McCool, wife and daughter spent Easter with Mr. McCool's father in Pittsburg, Kan.

Mrs. E. W. Shannahan, wife of information clerk, has returned from an extended visit in Los Angeles, Calif.

The new Union Depot is being finished very rapidly and from all indications will be ready for use about May 1.

LOCAL No. 30—PITTSBURG, KAN.

N. T. MAHAN, Reporter

We are sorry to report that the small son of J. D. Hubble, car inspector, was badly hurt when he was run over by an automobile. We all wish him a speedy recovery.

Mr. and Mrs. N. T. Mahan were in Cassville, Mo., a few days attending the funeral of Mrs. Mahan's small brother.

Mr. S. C. Ryder, car inspector, was off duty a couple of weeks, sick with the flu, but he is back at work now.

Night Roundhouse Foreman McDonald took his regular two days off and was relieved by Foreman Joe Coley.

Dave Dwar, machinist, of Springfield has been telling the boys some big fish stories from White and Piney rivers.

S. C. Ryder was off duty a few days attending the funeral of his brother-in-law.

WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

Mr. and Mrs. Leslie Powers and Mrs. Powers' mother are visiting friends and relatives in Cape Girardeau.

Mr. W. H. Pryor, new water service foreman on the Southern division, paid this point a pleasant visit recently.

Mrs. W. H. Brooke and daughter, Ione, were called to Memphis recently by the serious illness of Mrs. Brooke's sister who is in the hospital there.

"Jaw" Wood, of St. Louis, spent the week-end at home in Springfield April 4 and 5.

Earl Getchel was up on the "High Line" during the first half of April.

W. A. (Beagle) Marrs was called back to work for a few days during April, as was Henry Potter.

We are glad to see the B&B paint gangs back at work.

The writer and "Bud" Jones, B&B carpenter, made a short motor trip to Nevada, Mo., April 9 and 10.

The sympathy of the entire department is extended Arthur Buck and family in the recent loss of his father and brother, whose deaths occurred within two weeks.

COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

On the new time card which took effect on March 29, train No. 107 was set back an hour and a half. This resulted in so much congestion in the coach yard around the hour of 8:00 a. m. that it was found necessary to store considerable of the extra passenger equipment over in the old south yard.

The fine spring weather is causing Tom Conway's feet to begin to itch for travel again, and most any noon he may be found pouring over numerous time tables planning his annual trip. Tom has traveled so much that it is getting hard for him to find a new place to visit.

Frank Hines recently signed up as security for a bosom friend on what he took to be a perfectly legal note for \$750.00, only to be informed on the following day that the bosom friend had left suddenly for a permanent residence in Alaska. This upset Frank considerably, but the next day when Ben Reaves presented a "Power of Attorney" document and requested Frank to make the payments to him, Frank was really perturbed. While it turned out to be a peach of an April Fool joke, most everybody in the coach yard is cured of signing notes.

Jimmy Edwards and his four sons comprise a bowling team, known as "The Flying Scotchmen," and on a recent morning Jimmy proudly displayed the sport page of a local newspaper in which his team was reported victorious over their rivals (by a narrow margin). Further investigation, however, revealed that the opposing team had consisted of five lady bowlers.

Miss Joe Ella Box, little daughter of Mr. and Mrs. T. E. Box, has returned from a visit with her uncle and aunt, Dr. and Mrs. Box, of Springfield, Mo.

The recent death of Knute Rockne and seven others in the plane crash near Bazaar, Kan., further emphasizes the fact that railroad trains still furnish the safest mode of travel. On the very day of the famous football coach's death, his two older sons arrived in Kansas City from Coral Gables, Fla., on board our own Kansas City-Florida Special on time, and safe and sound.

BACK SHOP NEWS

ALEX WATT and GORDON YOWELL, Reporters

At the regular apprentice meeting at the north shops, on April 8, Mr. Fred Rauch, apprentice instructor and draftsman, made an interesting lecture on "Counter Balancing Wheels."

E. B. Fisher, boilermaker, is on an extended trip to New York, New Jersey and Connecticut.

Claude Campbell, boilermaker, who had been laid off was called back to fill the vacancy of Mr. Fisher.

Toy E. Wilson, machinist third class, has been in Arizona the last three months regaining his health.

Luther Cage, machinist apprentice, who was recently transferred from the roundhouse has been welding in the blacksmith shop the last month.

Adam Boems, torch man in car yards, had his house completely de-

stroyed by fire March 18. He barely escaped with his life. The loss was partially covered by insurance.

Joe Frankie, of the car yards, spent Sunday, March 15, with his mother at Pierce City.

The son of Frank Sowards, of the north yards, was the victim of an abduction plot which was frustrated by Mr. Sowards, assisted by some of his neighbors.

The father of Ben Henderson, of the oil reclamation department, passed away March 22. The sympathy of the shop men was expressed in a beautiful floral offering.

Lon Vickers (colored, who for many years has been a faithful employee of the Frisco, died at the Springfield clinic April 9. Intestinal flu and pneumonia being the cause. A daughter, Mrs. Green, who nursed him, contracted the malady and died a few days later.

Mrs. Wm. Smith, wife of Wm. Smith, employee of the north car yards, died March 20. Death came almost instantly from a blood clot on the brain. Interment was made in the family cemetery about ten miles from Springfield.

Fred Caps, steel worker in the motor cars, has resigned job with the Frisco and with his family, moved to St. Joseph, Mo.

Frank Colvin, of the sheet metal department, who has been spending the winter months in Mountain Grove, was in town the last of March attending a meeting of the Elk lodge and incidentally renewing acquaintances in the shops.

Fred Hamilton, of the special equipment department, has moved his family to the country pending the re-opening of the shops at this place.

Arthur Barclay, car carpenter of the north car yards, is entertaining his parents and a brother for a few weeks.

Seven-year-old Delmar Underwood, son of Mr. and Mrs. L. C. Underwood, 1918 Pierce street, sustained the loss of two fingers of his left hand when they were caught beneath the keen blade of an ax, as he was splitting kindling at his home. The two fingers were cleanly severed but the other fingers of the hand were uninjured. He was placed in Burge hospital under the care of Dr. Arthur Knapp.

LOAL No. 24—AMORY, MISS.

R. F. DEES, Reporter

Boilermaker R. J. Sullivan has fully recovered from a severe cold.

Nelda Ruth, youngest daughter of Locomotive Inspector J. V. Adams, is rapidly recovering from an extended illness.

Raymond, Jr., eldest son of Pipeman R. F. Dees, suffered a broken arm but is back in school at this writing.

Roundhouse Foreman F. J. Garner was a delegate to the Grand Lodge, Royal Arch Masons of Mississippi, and reports a grand time.

Airman O. B. Holmquist is the dog fancier from these parts. Get your order in early for the bull pups are going fast.

Machinist Connie Gideon is working nights. Connie was formerly on the day supply job. Earl Thompson is on the day supply job.

Ye scribe had the pleasure of visiting in Pensacola, Fla. Our old Frisco has one of the most up-to-date coal tipples. Having had the privilege of boarding a steamer that was being coaled by tipple, want to say that we are getting business from that end of the road but there is always room for improvement. Let's get more.

LOCAL No. 19—MEMPHIS, TENN.

LARRY V. GLASS, Reporter

Sure signs of spring; boys dressed in baseball uniforms, hearing a fish tale now and then, E. F. Tuck, general fore-

man, wearing a straw hat, and a case of spring fever here and there. No mistake spring is here.

W. J. Bell, machinist, has returned to work after being off several months with a serious operation.

C. C. Drashman, coach inspector, has been appointed coach foreman at St. Louis.

C. L. Moore, coach painter, is driving a new sport model Chevrolet coupe.

Geo. Berry has been off account death of relative.

We have not had an engine failure on the Southern division in the past sixty days. "Sounds Good."

Otto Kettman, machinist and division chairman, spent the 17th and 18th in Springfield on business for Local No. 19.

The old 2600 private car of S. J. Fraxier, superintendent of Southern division, has been getting an overhauling and a new paint job.

Ye scribe and wife are the fond parents of a baby girl, Mary Joyce, born March 16.

Born to Mr. and Mrs. Ray Shepard a baby girl, Dorothy Ann, Born March 17.

Born to Mr. and Mrs. John Morgan, a son, April 7.

We put out two, class threes, and three class five repairs in March.

Mr. H. E. Burgess, general chairman for the F. A. M. C. & C. D. E., was a visitor at Yale, March 28. We are always glad to see you Mr. Burgess.

Mr. C. F. Sampson, of the Franklin Railway Supply Co., was the speaker at our regular night class in the assembly hall Wednesday, April 8. He gave us a wonderful explanation of the locomotive booster, and he has some very educational pictures of the locomotive booster. We all thank you Mr. Sampson.

CAR DEPARTMENT—YALE, TENN.

A. R. SPRINGER, Reporter

Mr. Jack Thomas, triple rack man, has returned to work after a brief illness.

Mr. Claude E. King worked the triple rack job during Mr. Thomas' absence.

Mrs. Paul W. Pape, wife of steel car repairer, has returned from a visit with relatives in New Albany, Miss.

Mr. Clyde W. Kimbrough, car repairer, and Dr. Hendrix (Frisco doctor), have gone in partnership raising chickens and hogs. Dr. Hendrix placed 100 chickens and 12 head of hogs on Mr. Kimbrough's farm near White Haven. We wish them much success.

The Frisco baseball team played their first game Sunday, April 12, at Hodges field, score (Frisco) 1 vs. (All Stars) 3.

Our team has entered the M. A. A. league and will play at Hodges field every Sunday afternoon. Let's all go to every game and help them to come out on top at the end of the season. Season tickets can be bought for \$1.00 each. Games will be double-headers Saturday and Sunday, price for single afternoon 25 cents. Don't forget the time and the place every Sunday afternoon.

We are glad to report that several of the boys that have been off were called back April 1.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

James Adams, blacksmith foreman, is carrying a new Hamilton gold watch, it replacing another fine watch he was relieved of by hold-up men last winter.

Mr. Harrison, safety worker, was among us and held a meeting in the machine shop on April 3, thereby jogging our memory about working safely, and cautioning us to not become careless along our road of daily occupations.

Arthur Stewart and family had as guests over a recent week-end, their daughter, Hazel, and son-in-law, Robert F. Zolner, who is a dentist and has his office and residence at Rolla, Mo.

Our blacksmith department has been lamenting about not having sufficient scrap material to keep orders for tie plates filled; there being unfilled orders here for over 100,000 tie plates at this time.

The writer recently found two of the former employes of the reclamation plant, Frank Price and Finis Dixon, operating a road machine for the Greene County road district near Marshfield. Both looked hale and hearty and said they were in fine trim for the coming season.

Eugene Maybee has returned from Lowell, Ariz., where he spent the winter for the betterment of his health. We are gratified to know that he has improved much in weight and health, but he will not attempt to take up his work again for some time, as helper in the blacksmith shop.

George Ramey, mill man, has taken unto himself a wife. He informs us she was Miss Birdie Hickey before he changed her name, and formerly resided at Fayetteville, Ark. George says she is an excellent cook, and he has every reason to believe that life is going to hold much in store for a bright future for him and his bride, which is the sincere wish of his fellow shopmen.

Most of the fellows have the fishing fever these first mild spring days, and about the best known remedy for this disease is to venture out into the un-beaten paths that follow beside the rippling streams of our Ozark hills, and remain until complete recovery is assured. There has already been some nice catches made in the nearby McDaniel Lake, and from Lake Taney-como, by some of our most ardent fishermen.

LOCAL No. 20—HUGO, OKLA.

F. D. KNIPP, Reporter

Mrs. Maude Tittle, of Mt. Vernon, Wash., who has been spending about 30 days in Hugo, with H. G. Tittle, coppersmith, and family left a few days ago for Shreveport, La., and other points in the south and will return through Hugo on her way back to Mt. Vernon.

O. N. Wright, machinist, of Ft. Smith is visiting his family in Hugo. He was formerly a machinist in Hugo but was transferred to Ft. Smith.

R. D. Walker, machinist, has returned from Oklahoma City where he spent one day. He went to bring Mrs. Walker back, who has been spending several days in that city with friends.

Fred Jarrell, machinist, and Dick Williams, who transferred to the night job, say the work is heavy but they like to work for the big fat Irishman.

Jerry Turner, tank man, who was kidnapped, beat up and his car taken from him when they arrived in Texarkana, was returned to Hugo and after spending several days in bed is improving now.

Sam Hollins has been placed on the stationary firing job, filling the place of W. D. Kimmons, who resigned several days ago.

Born to Mr. and Mrs. W. B. Kelly, a 11-pound girl. Mr. Kelly is a machinist of long service in the Hugo roundhouse.

R. A. Wright has been having trouble with his eyes, but after taking several treatments from the Paris doctors he is improving nicely.

Tom Tinsley, coppersmith, was a self-appointed call boy for one night only; that was April 1st. He made several calls about 3 o'clock in the morning.

LOCAL No. 33—HAYTI, MO.

E. B. WHITENER, Reporter

Claude Wills, boilermaker, spent a few days in Springfield recently.

R. D. Sanders, car inspector, has been placed back to his regular job. Mr. Sanders has been cut off for some time.

The accident prevention meeting, which was held at this place April 1, was well attended. Several from Chaffee were present and several interesting points were discussed.

M. W. Rhodes, machinist, was called to Williamsville, Ill., account the death of his sister. After staying a few days with relatives and friends Mr. Rhodes returned to his home at this place.

Garden making and fishing are the two leading features at this place, although have not heard of many fish being caught as yet.

LOCAL No. 18—BIRMINGHAM, ALA.

W. A. MYERS, Reporter

Dan Cosby, machinist, has bought a home in Edgewood. All of the boys seem to be moving back to the country.

We are glad to report that C. A. Anderson, inspector, is back at work with us again after quite an extended absence.

At our last meeting we were honored with the presence of Mr. B. G. Gamble, master mechanic, Mr. H. E. Burgess, our jovial system chairman, and all the local supervisors. Good talks were made by all, which were greatly enjoyed.

J. B. Nelson, machinist, has left for Pensacola, Fla., where he has a regular job in the shop there. We are sorry to lose Nelson, but glad he has a regular job and wish him much success with it.

Jack Ash, machinist, is back with us again, after being cut off for a short period of time. We hope he can stay with us this time.

We of Local No. 18 regretfully report the loss of our dear brother, Hugh Kimbrell, who was suddenly stricken dead with heart failure a few days ago. He served faithfully in the capacity of treasurer for Local No. 18 for several years. We of Local No. 18 wish to take this means of expressing our sincere and heartfelt sympathy to his wife and loved ones during this hour of bereavement.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

D. B. Barclay, lead inspector, was off a few days with a case of the flu but is back at work again.

Johnny U. Garrett arrived on March 9 to take up his abode with Mr. and Mrs. Isaiah Garrett. Mother and son are getting along nicely. Mr. Garrett is lead inspector on the third track at south train yard.

We are glad to see Wm. Sanders, section foreman, back on the job again after being off in the hospital for fifteen days with pneumonia fever. Earnest Reese worked Mr. Sanders' job while he was off.

Louis Bunch, inspector, is back at work again after being off some weeks having his eyes treated.

Ben Denny, car oiler, reports Mrs. Denny, who is in very poor health, is better at this writing.

Fred Cunningham, seal clerk, is making some nice improvements on his residence.

Sincere sympathy is extended to Major Wingo (brake-out at freight house), whose wife died at the birth of a daughter March 30. The daughter is doing well.

F. J. Brown is back at work again after being off a few days.

We sincerely sympathize with Mr. and Mrs. Sam Hays in the loss of their

infant daughter, Sammy Lee Hays, who died March 21, age seven weeks and one day. Little Sammy Lee spent the first few weeks of her life in the baby incubator at the Springfield Baptist hospital.

Mr. and Mrs. J. L. Brandon enjoyed a five days' sight seeing trip at Pensacola first part of April.

Mr. W. E. Breshears has been given foreman's position in St. Louis and is succeeded as lead inspector at Springfield by Mr. H. C. Sweeney.

Mr. and Mrs. H. C. Bock, of St. Louis, have returned to their home after visiting Mrs. Bock's parents, Mr. and Mrs. J. L. Brandon. Jesse L. Brandon, Jr., of Colorado, is now visiting with them.

ST. LOUIS—LOCAL No. 5

R. W. REED and E. R. McNABB,
Reporters

Due to the Frisco taking over the passenger coach maintenance from the St. Louis Terminals Association at St. Louis, Local No. 5 will be benefitted with a large membership. Some of the mechanics that were transferred from other points have already transferred their membership.

Ralph Ruggles and Robert Kellogg, formerly of Springfield but now of the coach department at Jefferson avenue, placed their membership in local No. 5 April 3.

H. E. Campbell, machinist, now working extra at Lindenwood has transferred his membership to Local No. 5 on April 3.

Orriss L. Baker, machinist, at present on the deadwork job, became a member of the tried and true at meeting on April 3.

N. P. Duffey, machinist, is still in the Frisco hospital, and Brother Hart, of Springfield, is filling his vacancy on the midnight shift.

Frank Schoenneman, station engineer, is in the Frisco hospital for an operation.

A. F. Kirkpatrick, machinist, has returned to work feeling much better after being off a month, three weeks of which was spent in the Frisco hospital for treatment.

Roy S. White has returned to work after being off ten days with an injured wrist.

Alexander (Bud) Jacquin has lost ten days due to cutting his hand on a piece of broken glass.

Edward S. Homewood, machinist, was off two weeks with an injured wrist, caused from being mashed.

Mrs. J. W. Rubin, wife of machinist, is back home after spending three weeks in the hospital undergoing a surgical operation. It is reported she is getting along nicely now.

We extend our sympathy to Howard E. Barks, car inspector, and to relatives, due to the death of Mrs. Barks on April 3.

Our sympathy is also extended to Jas. F. Hofflich and family through death of Mr. Owen Donnigan, father of Mrs. Hofflich, at Paducah, Ky., on March 28.

Our sympathy is also extended to F. C. Henn and family through the loss of their two and one-half year old son, who died on March 31 while on a visit with Mr. Henn's parents at Plainville, Kans. The cause of death was the swallowing of a pin.

John Snarr, lead spring and truck man, has returned to work from Florida, where he was recently called account of his mother being very sick. John reports his mother much improved.

Mr. Dingman, locomotive inspector, and Mr. Burkholz, boiler inspector, paid Lindenwood a visit week of April 6 on a tour of inspection of locomotives and boilers, and as far as we have been able to find out the power running out of Lindenwood was found to be in good condition.

The apprentice class held their semi-monthly meeting on Friday evening, April 10, with thirty-four scholars present, and on the occasion Mr. Dingman, Frisco locomotive inspector, made a very interesting talk to the class on locomotive inspections and rules.

Mrs. James Hofflich returned home from Paducah, Ky., April 13 after spending six weeks visiting with relatives and friends.

Jas. H. Hall, carman, recently spent five days visiting with relatives and friends at West Plains, Mo.

W. J. (Bill) Henry has, according to reports, 103 degrees of fishing fever.

J. H. Sanders, machinist, has moved to the farm again for the summer. Shouldn't wonder if we don't soon get some real milk with our lunches.

Coy Barnett, boilermaker, is also getting the farm fever.

On March 30 a birthday party was given at the home of Mr. and Mrs. Andrew Brayfield, in honor of James Hall. There were thirty-seven Frisco families present. Music was provided by Daniel Bade, and E. H. (Doc) Bumgarner, and say the way those boys play! When Doc parts those gray whiskers and fits the fiddle under his chin it's going to be "Sally Gooden," or "Golden Slippers."

Another pleasant surprise party was held at the home of Prather Langley, lead tankman, in honor of Mrs. Langley's birthday on April 3. The evening was spent at cards, checkers and ice cream. A pleasant evening was enjoyed by all present.

What promises to be the forerunner of some classy athletic events in the future was learned when Cliff Barnett, boilermaker, and Charles Turner, electrician, are fitting up an eighteen by twenty-four room with a wrestling mat, boxing ring and other features for practicing. Boys, we are anxiously awaiting a public appearance.

Now let that old man summer just come right along and see who cares. The writer has had installed in his home a new electric refrigerator and is very anxious to try it out.

Mrs. R. W. Reed, son and daughter, returned home in Maplewood, April 15, after spending two months in Springfield at the home Mrs. F. E. Ott, mother and grandmother.

V. V. Chapman, engine inspector, is now wearing a genuine smile and we are informed it is caused from being a checker champion.

W. J. Ficke, general foreman Lindenwood, is the father of a new device that really fills engine driver hubs with Marfax grease. Those workmen that handle the job of oiling their hubs, say it is a labor-saver. Just couple up to the hub, two jerks of the lever and the job is done.

Thos. Murray, passenger roundhouse foreman, spent Sunday, April 12, on his ranch, north of Springfield, Mo.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Of all the good stories that have appeared in our magazine in the years that this reporter has been reading it, there has never been one that has had the appeal to me that was carried by the reminiscences A. J. Thomas, the Ft. Worth, Texas, switchman, as it appeared in the April number.

I am going to write as the first party in this instance and say that Mr. Thomas's story carried me back to the days of my youth, and for many years our paths have been the same. I, too, was born down on the Chadwick branch railroad. Many are the times that I have stood in the cockle burr patch and watched the mighty monster engine number 366 puffing over the top of Ozark Hill and waved a greeting to the crew as they went roaring on down the line. I also recall that many are the times that I trudged the rough mile to Cassidy loaded down with fruit which I disposed of to the crew and passengers, and in the winter time I have sold rabbits without numbers to

the same crew year after year at the magnificent price of two for five cents. Recalling the names of that crew, all of which I knew well and liked better, were George Price, engineer; Archie Dodson, fireman; George Rominger, conductor; Johnnie Lightwine and Charles McBride, brakemen. Of this quintet the first three mentioned have made their final trip from which there is no return. Lightwine and McBride still carry on, on the same old run.

I, too, decided that Uncle Sam needed me to help civilize the Filipino and spent 31 months over there; first on the sandy plans around Mt. Araret on Luzon, then through the jungles around Lake Lanao on Mindanao, with a short trip to the Jolo Islands on the side. It was at Zamboanga Mindanao that I turned in the Krag-Jorkenson and took up the transit and staidler rod in topographical survey work, our work calling us to climb to the highest mountain tops and again descending to the lowest swamps, as well as surveying thousands of miles of coast line. I hope some day to meet Mr. Thomas and if I do, among the first questions I will ask, is why he didn't get a job braking on the Manila and Dagupan Railroad.

Elery Bolles, machinist, has the sympathy of the roundhouse force in the loss of his twelve-year-old grandson. The lad had made his home with Mr. Bolles since the death of his mother, four years ago. A younger brother and sister also survive the deceased.

Mrs. H. E. Day visited her girlhood home for the last time several days ago. Her old home is the area being inundated by the huge lake of the Ozarks and is located near Linn Creek. Mr. Day is a machinist on air work, third shift.

Dan Blunt, extra man, is the proud daddy of an eight pound girl. The young miss has been given the name of Dorothy Evelyn.

Mrs. Louise Yowell, mother of Gordon Yowell, special apprentice, is home again after a six months' visit with a son and daughter who live in Arizona and California.

There has been quite an epidemic of colds and flu during the past month in which almost everyone has been affected more or less. Some of the more serious cases being James Miscampbell, supervisor of night work, Don Monroe, supplyman, and William Kimble, tool room attendant—all are back on the job at this time, however.

Chas. Dummit, grease cup man, third shift, has returned from Kansas City where he went to visit a new granddaughter. He reports mother and babe doing fine.

Laponzel, the nine-year-old daughter of John Edwards, machinist on dead work, suffered a broken arm several days ago in a fall from a porch. At present the injured member is improving nicely.

James Crangle, tank man, second shift, is off sick at this time. We don't know the nature of his illness, but hope it isn't serious and that he will soon be back with us.

James Wolfe, sheet metal worker, is at present spending sixty days with home folks at Flora, Illinois.

Leo R. Reddick, machinist apprentice, who will finish his time May 8, and his father, J. W. Reddick, who is boilermaker foreman, are building a camp and boat line at Linn Creek on the new lake of the Ozarks. Leo wishes to extend a cordial invitation to all Frisco employees to visit him at any time, saying he will show them a royal time during their vacations. Leo will also represent the Outboard Motor Corporation.

CAR DEPARTMENT FT. SCOTT, KAN.

JAS. N. HARGROVE, Reporter

Leo F. Struble, box packer, has made conditions better for himself as well as the boss by trading his open air taxi for a Whippet sedan.

Frank Brown, box packer, is sporting around in a big Hudson sedan.

Palmer D. Watson, coach cleaner, is still unable to return to work.

Mrs. E. C. Henshaw, wife of roundhouse clerk, spent Easter in Sherman, Tex., visiting relatives and friends.

Eugene Moore, car foreman, has a good record in marksmanship at the Ft. Scott rifle club.

L. (Roy) Graham, lead car man, made a flying trip to Tulsa for the week-end.

Local No. 29 met April 7 and gave a small entertainment, inviting the supervisors and clerks, and all reported a good time.

It seems to be a very hard matter to keep a dog of any value in Ft. Scott as some one takes it on themselves to poison them.

Earl Foster, wrecker engineer, is one of the unlucky, as his dog Tige received a very severe dose of poison and is in the hospital, built it is believed he will recover.

Eugene Moore, car foreman, has been very successful in keeping down the expense of labor and material in the shop and has decided to curtail his own expenses by smoking a pipe and cutting down the expenses on cigarettes.

The car shops slogan is "new business."

MECHANICAL DEPARTMENT

THAYER, OKLA.

F. M. PEEBLES, Reporter

Mrs. F. M. Peebles, wife of the writer, of St. Louis, was a visitor here and the writer accompanied her back to St. Louis.

D. E. Jackson, special agent, was called to Detroit, Mich., account of the illness of his father, incidentally he made a trip by auto into Canada.

Harry Miller, cashier, is now on the sick list, Fred Smith of Brandsville relieving him.

Mrs. Fred Smith, wife of clerk, was a visitor here.

Rubin Holmes, third class machinist, is still on the sick list.

John West, third-class car repairer, and family of Jonesboro, were visitors here.

Mrs. John Perago, wife of boiler maker at Yale, was a visitor here.

Geo. Upham, retired engineer of Jonesboro, was a visitor here.

Mrs. F. G. Schratz and Leona, wife and daughter of car inspector, was visiting at Running Lake, Ark.

Dow Davis, blacksmith of Amory, Miss., was a visitor here.

Rodney Wilcox and Mrs. Wilcox, clerk of Yale, were visitors here.

Mrs. John Albright, wife and children of foreman of Springfield, was a visitor here, visiting her parents, Mr. and Mrs. T. McElvaney.

Bill Conner, B&B carpenter, is now in Springfield hospital.

P. A. F. Ingle, agent, was off for a few days, L. F. Conley relieving him, and Rip Phillips relieving Mr. Conley. Incidentally how is this for a record, L. F. Conley, operator, has not lost a day for the past 26 years.

Mack Bealrd, pumper, has now bid in a job at Cordova, Ala. O. Johnson now being pumper here.

Holmer Hobbs is now extra laborer here.

R. E. Davis, fireman, was taken suddenly sick and rushed to the Springfield hospital.

B&B SOUTHWESTERN DIVISION

J. C. WOODS, Reporter

All gangs are working on a basis of five days a week.

Our superintendent, C. T. Mason, and division engineer, Mr. Busch, assisted by Mr. Gibbs and bridge inspectors, have been on a tour of inspection and expressed themselves as well pleased with conditions in our department, which re-

flects credit on the management of Mr. Gibbs our general B&B foreman.

W. A. Lantz and men are finishing North Canadian bridge near Weleetka and expect to catch up with the lining and surfacing of bridges on Creek Sub.

W. E. Fountain and men are busy with the work in connection with the building of new depot at Oklahoma City with terminal repairs as a side line.

Virgil Leak and men are renewing North Canadian bridge near Jones.

E. F. Maggi and men are engaged in stock yard repairs and lining and surfacing bridges on the Red River Sub., also doing some sidewalk improvement in Ada.

O. V. Smith and men are repairing Arkansas River bridge, also roundhouse and turntables at West Tulsa.

S. H. Dean and men are repairing sand house at Lawton and working on bridges in this vicinity.

George Simpson and men are putting the first coat of paint on South Canadian bridge near Tuttle.

S. H. Dean is using his spare time scrubbing and cleaning up the outfit in anticipation of visit from his wife and family of Vinita.

C. M. Swope is back at work after being at home all winter on account of sickness in his family.

Carl Smith has severed his relations with the B&B department after continuous service as B&B carpenter since 1917.

C. L. Brothers is back on the job after a short visit with home folks at Green-forest, Ark.

We are sorry to announce the death of Sig Riley, Uncle Sig, as he was familiarly known, was an old timer. His service dates back to 1916. We understand he died very suddenly. He leaves a wife and four step children, also several children by his first wife, who died in 1922. Interment was at Madill, Okla.

LOCAL No. 17—TULSA, OKLA.

H. C. PRICE, Reporter

H. J. Ray, machine shop foreman, and P. J. DeBrosse are in St. Louis hospital.

S. J. Haverfield, pipeman is off account illness.

G. L. Alexander, boiler foreman is still confined to his home account illness.

F. R. Mock, machinist was called to Los Angeles, Calif., recently, to the bedside of his brother who was injured in an auto accident.

Tony Phillips spent a few days recently visiting his son in western Oklahoma.

Paul Corbin, machinist, has returned to work after a ten day's absence.

Charley Retzlaff and wife spent Easter with home folks in Lawton, Okla.

Our greatest sympathy is extended Marvin McLesky in the death of his mother the latter part of March.

W. O. Coy, piece-work checker of the rip track, was called to Springfield account death of his father, Dr. W. A. Coy. We extend our sympathy to Mr. Coy and his family during their bereavement.

Jack Drake, machinist, is off for ten days at this writing visiting home folks.

The shop boys who served in the war are all wearing big smiles now, account receipt of their bonus.

H. C. Riddle, machinist, was severely burned at home recently, when the gasoline tank on his car exploded. He is confined to St. Louis hospital.

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

An announcement that should have appeared last month is the marriage of Miss Alice Snow and Mr. H. L. Gar-ringer, secretary to Master Mechanic W. J. Foley, which occurred February

2nd in Springfield, Mo., the home of the bride. We join their host of friends in wishing them a long and happy wedded life.

Ernest C. Newton, blacksmith helper who underwent an operation for appendicitis, has returned to work. Glad to see you back "Shag".

M. A. Wagner, machinist who has been off for some time with an infected hand, has returned from St. Louis hospital, but is not yet able to return to work.

R. D. Richards, machinist, is sick at the present time.

Wilbur Ayers and wife spent a day in Oklahoma City recently viewing the sights.

Wm. Venable, machinist helper, has given up all hope of farm relief and has abandoned the farm and moved back to town.

Mrs. Charles Ayers, daughter-in-law of Mr. and Mrs. Ayers, has returned home after a pleasant visit. She lives in Atunway, Iowa.

Earl Young, blacksmith, left for Springfield on the 11th for a visit with home folks.

Mrs. B. G. Adams and baby daughter, Barbara Ann, were recent Springfield visitors. Barbara Ann was quite ill while away, but has recovered.

The nice warm days we are having has started the baseball fever among the shop boys and at a meeting in the car foreman's office it was decided to put a team in the city league again this season, so let every one get behind the team and boost.

BRIDGE AND BUILDING DEPT. EASTERN DIVISION

ARTHUR BUNCH, Reporter

Bill Hines has returned to work now, after being off for some time with an injured hand.

Zadock Breshears recently was off several days on account of sickness.

Bud Peck recently spent a few days visiting relatives in Oklahoma.

Max Pachl and Arthur Rude are in Birmingham, Alabama, rebuilding one of the stationary boilers. They will be there several days.

Ebb Nease and gang have been repairing bridges on the Chadwick branch.

Charley Wallace and gang are doing general repairing on buildings in and around Monett, Missouri.

Jim Carter and gang are repairing bridges in and around Aldrich.

Bill Skyles is again in charge of the St. Louis Terminal, and the gangs are doing some repairing on buildings at Cuba, Missouri.

Bill Foster is again in charge of the paint gang and are painting station buildings, at Stanton, Missouri.

Clyde Cunningham and gang recently have been doing some concrete work at Monett, Missouri.

Charley Baron and gang are doing emergency work in the Springfield terminal.

NEWBURG, MO.—LOCAL No. 32

E. F. FULLER, Reporter

Mrs. C. D. Ward and sons visited in Springfield.

Mr. Frank Short made a business trip to Conway and Springfield.

Miss Thelma Vinson of Lebanon, visited Mr. and Mrs. E. F. Fuller over the week-end.

Mr. S. A. Montgomery is the proud owner of a new Dodge six sedan.

Mr. George Turner is back at work after a 30-day leave of absence on account of sickness.

Mr. Harold Rook, yardmaster, has traded his Studebaker for a new Ford sedan.

Mr. C. D. Ward was off duty for 10 days on account of an attack of the flu.

Shopmen extend their sympathy to Geo. L. Miller over the loss of his mother who died recently.

Mr. and Mrs. Harold Stoll are the proud parents of a new caller who arrived at their home, March 17.

Mr. S. A. Montgomery attended the Shrine ceremonial at Springfield.

H. J. Scott, car man, has taken a 60-day leave of absence and went to his farm near Lebanon.

BIRMINGHAM FREIGHT HOUSE

A. C. HANSON, Reporter

J. J. Cummins, agent, has played old Santa Claus to himself and bought a new Oldsmobile sedan.

F. M. Packard, chief clerk, has fallen in line with the masses and another Oldsmobile. The number of Oldsmobiles now number as many as all other makes of automobiles combined at the freight house.

Mr. Buford Freeze of Cincinnati, O., was a recent visitor in the city with his father and brother. Both are employees of the Frisco and Buford Freeze was at one time an employee of the company also but now living in Cincinnati, Ohio.

All employees are very sorry to learn of the transfer of our general agent at Birmingham, Ala., Mr. J. E. Springer. Although our loss is another's gain, we feel that we are the loser in the transfer of this valued solicitor and all wish for him much success in the new field.

B. E. Gains, carpenter, was called to Amory, Miss., to the bedside of his wife's mother who was seized with a stroke of paralysis suddenly. She is in a critical condition. We wish her a speedy recovery from her illness.

With the interest of the baseball fans and shooting forth of the lawn grasses, the brows of many unemployed will become regions of perspiration and old father WORK will again sit on the throne and command idleness into sublimity, for business is growing better each day.

H. F. Green, station accountant, was kept from his duties at the office account illness of his wife at Bessemer this week. We trust that she will soon regain her health.

Photus Grady, check clerk and wife, were visitors in Thorsby, Ala., last week-end. They report a pleasant trip and boost Alabama roads. Grady has been displaying symptoms of a new Chrysler since this trip.

L. T. Hatcher, belt clerk and wife, made a week-end trip to Roanoke, Ala., last week, visiting relatives and friends of Mrs. Hatcher there. While the heavy rains and muddy roads were detrimental, the fried chicken was wonderful indeed.

Numerous signs of better business have been displaying themselves over the city. New subways, new buildings, newly painted homes and last but not the least, the WIN-U-SMILE of our agent, J. J. Cummins, when he returns from his daily solicitations.

L. H. Freeze, claim clerk and wife are the proud parents of a new baby girl, born April 13, 1931, weight, eight pounds. She is a very promising girl and vows that she will never even go near a freight house. Our congratulations to Mrs. Freeze and Luther.


NEWS FROM LOCAL No. 7

H. W. CLAYPOOL, Reporter

We are very sorry to report that Mr. L. W. Caviness, Central division chairman, has been off for some time due to illness. He has made two trips to the St. Louis hospital and is in Mayo Brothers Clinic at this writing. Here's hoping for a speedy recovery, Lee.

Due to his absence, J. L. Endy, chairman of the shop committee, has been appointed to fill this position, temporarily.

H. T. Peck, first class coppersmith, of the West Shop, is filling Mr. Caviness's job for the present. Mr. Peck's family recently spent the week-end with him and marvelled at the spring weather we were having. That's just a regular part of Arkansas, folks.



Frisco Family News

EASTERN DIVISION

NEWS SERVICE DEPARTMENT SPRINGFIELD, MO.

J. P. BRIGGS, Reporter

Well, folks, inasmuch as this is a new addition to the Frisco family, will try to tell you what has been going on since this department was taken over by the Frisco.

The News Department was heretofore operated by Fred Harvey, but was taken over by the Frisco the latter part of 1930 and we have been trying to hold our end up ever since. Am sure we will make a very good showing in the future, along with everyone else. Everybody get set to hear of great things from us in the next few months.

Mr. R. C. Osborne, our superintendent, spent the usual time on the road and also at Memphis, at which point we closed our news agency and transferred everything to Springfield.

Mr. C. B. Anderson, assistant superintendent, went to Sedalia with the Springfield bowling team, to play for the state championship, but we were sorry to have them nosed out in the last round by Kansas City.

Miss Justice and Miss Holms spent the week-end in St. Louis recently and they arrived home safely after their journey to the big city.

Mr. and Mrs. Joe Reid was visiting in Kansas City a few weeks ago and while there had their son's tonsils removed.

With all this fine weather at hand and our fishing poles out of storage, we invite you all to come down and try your luck with the finny tribe.

CLINTON AND OSCEOLA SUB

MRS. A. W. LIFEE, Reporter

Business on this division has increased considerably the past month. They double-head 59 almost every night. Have run several extras and had three work trains.

C. O. Claiborne, agent, attended a Traffic Club meeting in Springfield April 11 and 12. The agents from over the system, about 155, were present, discussing business.

Mr. Julius Wirth of California, brother of "Peck" Wirth, conductor, is visiting at the old home place at Brownington. Julius at one time was conductor for the Frisco out of K. C.

Sam Hendrix, section foreman, and his men are relaying steel in the south end of Clinton yards.

We are glad to report Mr. Sigler, conductor, is back to work after several days of illness.

Also Mr. Cashman, brakeman, is working again after being off about six weeks.

W. W. Clark, conductor, and wife were called to Butler, Mo., recently due to the serious illness of Mrs. Clark's father.

Mrs. Fred Long, wife of Engineer Long, is making an extended visit in California.

Dan Hurlbut, caller, made a business trip to K. C. last week.

Harry Kline, conductor, and wife attended the funeral of Mrs. Kline's uncle, Mr. Frank Matthews of Joplin.

A very impressive sunrise service was held at the Christian church Easter Sunday. Those participating in this program from the Frisco families were: Mrs. Frank Wilson, wife of Engineer Wilson; Luther D. Hunter, son of Conductor Hunter; and Durward Liffie, son of A. W. Liffie, engineer.

T. B. Coppage, superintendent, and J. H. Weed, road master, were in Clinton recently visiting and getting acquainted with Clinton's business men.

Mrs. O. W. Blumhoist, wife of Conductor Blumhoist, visited her mother at Springfield last week.

J. A. Moran, superintendent; J. H. Weed, roadmaster; D. E. Gelwix, division engineer; and A. J. Jones, general B&B foreman, made an inspection tour of this division the last of the month.

Aletrice Rutherford, daughter of Charles Rutherford, was home for the Easter holidays. She is in Columbia where she attends college.

John Philip Balke, son of Engineer Balke, was home for Easter vacation.

PURCHASING DEPARTMENT ST. LOUIS, MO.

W. L. RITTER, Reporter

We are all sorry to learn of the sudden passing away of Henry Compton's brother and join in extending our profound sympathies to the bereaved family.

Herby Clay tells us his friend wife sure enjoys reading the magazine. We understand now why he is so anxious to get his copy every month.

Clarke Pinkerton has been roaming around the office mumbling "19 tons coal"—we take it he must be running a heating plant out there in Webster Groves.

Understand our John Daniels is seeking prices on a golf outfit and it will be necessary to send dimensions to the factory, account of being special size.

Lucille Meyer claims to have lost weight in the past few months—while we are all pleased to hear this, we can't say that we can notice it.

Martin Hickey says he is going in for winter sports this summer by eating more ice cream and frozen dainties.

Margaret Cowan is to give a lecture to a group of office boys on "The necessity of a Stationery Invoice Clerk in the Railroad Business."

Now that the baseball season is here, let us all get together, fight the busses and tell our friends to start their vacation right, by taking a real long ride over the Frisco.

Grace McEvoy tells us she celebrated her birthday recently by throwing a party and they played games and everything.

Lynn White says he isn't reducing very fast by playing his saxophone, because the guy next door borrows it every night.

We believe Mary Graddy has the right idea when she says, "I don't believe in dieting. I'm stout and proud of it."

And Lew Cunningham says he is going to get himself an airship so he can be above the rest of the world.

Just then the door opened and in blew Bernice Hower with her little arithmetic under her arm.

Now they have Ray Kosky under the impression he wants to diet in order to thin down.

This weather reminds us of the animal life, when the birds shed their feathers and the balance their wild hair.

TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

Wesley W. Shane, clerk in St. Louis telegraph office, visited in Springfield, April 5th.

John Chesney, telegrapher, Edward, Kansas, suffered a severe attack of influenza the first of April and is still confined to his home.

A. P. Parks, 2nd trick wire chief, Ft. Scott, and Mrs. Parks visited in Wichita and Enid, first of April. While in Enid they were the guests of Mrs. Parks' sister, Mrs. J. F. Lee. Mr. Lee is now located as trainmaster at Enid.

The marriage of Miss Jessie L. Brown and J. J. Mathes, division line-man, at Enid, was solemnized, March 28, at the home of the bride's parents. The many friends of Mr. Mathes in the telegraph department wish them much happiness. Mr. and Mrs. Mathes are at home at 817 West Oak street, Enid, Okla.

Friends of Mr. and Mrs. Harold Bradford were indeed sorry to hear of the death of Mrs. Bradford's little sister, Patsy, who died in Kansas City, April 12th. Since the death of her mother, Patsy had spent a great deal of her time with the Bradfords at Saxman, where Mr. Bradford is now agent.

Mrs. George F. Linster, wife of G. F. Linster, assistant superintendent of telegraph, returned home April 11, after having spent a week in Cincinnati visiting her son, Max Linster and wife.

Mrs. Lulu Laker, P. B. X. operator, Springfield, has been quite sick with pneumonia for several days, but we are glad to know that she is recovering rapidly.

Miss Mary Fenton, relief P. B. X. operator, Monett, and Mr. William Conley were married April 6. They will reside on a farm near Monett. Employees of this department extend our best wishes.

AUDITOR REVENUES ST. LOUIS, MO.

ESTELLE HILTON, Reporter

E. V. Ashworth spent the week of March 22 to 28 in New York.

Beatrice O'Reilly, P. E. Wood, Wm. Eichenauer, and E. V. Ashworth are all able to be at work again after being quite ill for some time.

Little Betty Jane Kretzer age 6 years, daughter of Mr. and Mrs. Fred Kretzer, passed away at the Bethesda Hospital, April 6, after 3 weeks of suffering with cerebral spinal meningitis, the department extends sincere sympathy to the parents in their bereavement.

A. W. Arnett, city ticket agent, was a visitor in this office, recently.

Several boys attended the bowling tournament at Detroit, Mich., March 28 and 29. They also visited Canada.

Norman Rogers became quite ill the morning of April 13 and had to be taken to his home, others on the sick list for this month are Loyola McLaughlin, Helen McHale, Marie Witte, F. W. Riess, Beulah Bulger, Al Bush and Genevieve Hutchison.

The department extends sympathy to the family of Marcelline McLaughlin, who passed away, April 10, after an illness of several weeks.

Maud Fulton and Grace Weber left Saturday, April 14, for Los Angeles, Calif., they expect to visit for about 3 weeks.

Mrs. C. A. Goose, wife of Train Auditor C. A. Goose, who has been seriously ill at the Frisco Hospital following an operation, is slowly improving.

Mr. J. B. Tremayne and family motored to Bourbon, Mo., Sunday, April 12th.

TELEGRAPH NOTES NEWBURG, MO.

HELEN FELLOWS, Reporter

We are glad to report that F. T. Burton, third Dixon, and E. L. Mooney, third Conway, are both back to work after a tussle with pneumonia.

W. A. Lewis, third trick east end dispatcher, went to the Frisco hospital in St. Louis, April 1, for an operation. He was released the twelfth, but to date has not resumed duty yet. W. M. Christopher is relieving him and H. DeBerry has the two-day job which belongs to W. M. C.

Mrs. N. O. Watts, wife of assistant superintendent, Newburg, is to be released from the Frisco hospital, April 17th, after a five-weeks' sojourn there. She is recovering nicely from a very serious operation.

R. V. Porter, first N. Y. Monett, has been off since March 2nd account ill health. He is now in the hospital in St. Louis for treatment. He is being relieved by George Vermillion.

C. R. Sally, third Pacific, is off account illness of his wife, who has had to undergo an operation. Latest report says she is getting along all right. Chick is being relieved by W. E. Baskett.

W. W. Lemons, first Newburg, has been having considerable trouble with his eyes lately, and, upon first examination, the doctor advised that he give up smoking—a great sacrifice for him, but he made it (and incidentally, he nearly wore out his jaws the first day or two, chewing gum). A second examination showed some defective teeth and he was told to have them extracted. Consequently he has lost not only six teeth, but two days also, due to the fact that his jaws were so swollen and sore he couldn't talk. He was relieved by H. A. Atwell.

C. Y. Roberts, third S. E. Jct., asked off for one day, Easter, and lost seven days. He was sick three days, then after reporting for work, received word of the death of a sister-in-law and he went to Kansas City for the

funeral. B. C. Jones relieved him.

W. M. Christopher was successful bidder on third MO Monett. R. Davis bid in third NY Monett, H. D. Petty got second Jerome, and A. E. Trotter got third there.

H. R. Willis, third Globe, was off about a week account illness, and T. B. Boatman relieved him.

Ralph Jury relieved A. Chidester, second MO Monett, for one day.

L. J. Porterfield, third Billings, was off a few days, being relieved by T. B. Boatman.

P. S. Pittman, first MO Monett, made a sightseeing trip to Springfield, recently.

H. DeBerry was successful bidder on the agency at Phillipsburg. He says he is going to plant a garden of peonies and petunias.

W. M. Lewis is now on the job as agent at Newburg. R. E. Nichols, who was temporary agent for such a long time, is working third trick MO Monett.

Many thanks to George Vermillion for his news. Come again with it, any time.

MONETT YARD

FRANK KYLER, Reporter

Electric hand lanterns have been issued to train and yardmen on the Eastern division. This type lantern is a great improvement over the oil burner and much more dependable.

Switchman E. W. Mitchell, who has been receiving treatment in the St. Louis hospital, has returned home and is back on the job.

Switchman Harmon Gray is driving a new Chrysler sedan.

Spring is here, being evidenced by the number of flower beds and gardens that are showing up. House painting is the order of the day with the writer, and, from the size of the job, will furnish diversion of spare time for the most of the summer.

General Yardmaster W. N. Caffey has been laying off, being relieved by Assistant Yardmaster Spain. We suspect a fishing trip.

Switchman O. G. Donlavy, who has been laying off sick for some time, is reported rapidly recovering and will resume his duties as foreman of the mid-night crew in a few days.

Switchman L. A. Taylor and S. O. Rittenhouse have been doing relief yardmaster work the past few days.

Billie Rittenhouse, son of S. O. Rittenhouse, who has been seriously ill, is reported getting along fine.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

C. A. Hamm, signal supervisor, southern division, with headquarters at Springfield, who has been off account illness for several months, is much improved.

G. W. Cathcart, signal maintainer, Rogersville, who is on leave of absence, has been spending several weeks at Eureka Springs, Ark.

Mrs. L. L. Owen, wife of signal maintainer at Vinita, and son, Paul, spent the week-end in Tulsa recently.

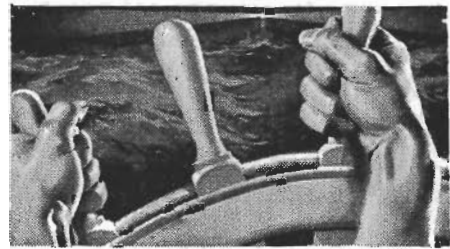
Little Kathleen and Mary Francis Uhr, who have been quite ill, are convalescing nicely.

Mrs. R. J. Brandt and two sons, Robert and Lester, visited relatives in Columbus, Kans., recently. Mr. Brandt is signal maintainer at Paola, Kans.

PASSENGER TRAFFIC DEPT.

RAYMOND H. RINKEL, Reporter

These warm spring days are bringing with them many prearranged plans. Killian Coerver, also Louis Coffin, claim it is due time they make another trip—des-



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Don't talk about luck. *You* are at the helm of your career.

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

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

Street Address.....

City.....State.....

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada.

ination for Killian not as yet decided or being considered as important; however, Louis Coffin mentions when he packs his grip, it will be for Chicago.

While all this is going on, Tom Williamson seems perfectly content spending his idle time working on his house, and its surroundings. Right now he is busy completing a "lily pond" (which is to contain real lilies). Why not make it

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deep enough for swimming, and give out some invitations this summer, Tom?

Ed. Bernard recently presented his local dentist with one of his prize molars, causing him to be absent from duty for a few days suffering the after-effects. Raleigh Beatty, not to be outdone by Ed., had three of his teeth pulled, he also being absent from work, recuperating.

Killian Coerver is the proud possessor of one of the old-style dollar bills, and intends to keep it, probably long enough to have one of his grandchildren realize a premium on it in later years.

On nice, sunny Sunday afternoons, Frank McDonald and family, can be found driving the Chevy on some Illinois road, at—how many miles per hour? Somehow Missouri roads won't do on Sunday afternoons, eh, Mac?

FASHION NOTES: Frank Zoellner is still wearing his Christmas tie. Charlie Burns has a brand-new pair of red suspenders. Ed. Grob was the first to discard his vest for the year 1931.

MILL STREET PASSENGER STATION SPRINGFIELD, MO.

W. S. WOOD, Reporter

W. H. Jordan, baggagemaster, who has been in poor health for several months, has gone to the St. Louis hospital for a physical examination. T. L. Griffith having been called to Southern California on account of a serious accident in his family, R. T. Newbold has been filling Mr. Jordan's position, J. M. Weaver substituting for Griffith and A. G. Ball for Newbold.

The Transportation Accident Prevention Cup won by the Springfield Terminals for the last quarter of 1930 has been on exhibition in the waiting room for several weeks and has elicited much interest and admiration from passengers passing through the station.

C. R. Throckmorton, traveling passenger agent, Northern Pacific, showed us that lighting the top of a cellophane cigar wrapper, held vertically in the fingers causes the smoke to go down into the wrapper instead of up. Two weeks later the same trick was illustrated in "Strange As It Seems."

The annual musical contest held at the State Teachers' College was very well attended this year. We were very much gratified to see that a large number of these people used the Frisco, our local ticket sales having increased considerably while the contest was going on.

Claude Harris and the writer made a trip to Dallas over Easter Sunday and were very royally entertained by C. S. Oldaker, assistant general agent. The writer had the misfortune to be in an automobile accident just three hours before the train left for home, but luckily the cuts and bruises were neither very serious nor painful.

Our deepest sympathy to Mr. and Mrs. C. C. Dillard and family, Mrs. Dillard's father, Mr. T. O. Doss, having passed away after many months of sickness and suffering.

DIVISION STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

PEARL A. FAIN, Reporter

Since our last writing we have had two light snows, but that sometimes is the way with the month of March; but spring is here now with all its glory and beauty and many are taking motor trips over the week-ends. No doubt a number will attend the Apple Blossom Celebration at Marionville the 18th and 19th of this month.

We are glad to report that May Mutz can be at the office again, after spending several weeks in the St. Louis hospital.

Hart Howard is also back with us again, after having an extended leave of absence.

A letter came to Mr. Wheatley from John Sprohs, formerly employed in this department, saying he is enjoying life in Southern California.

L. P. Cochran, acting division storekeeper at Memphis, Tenn., was a visitor of this office the last of the month.

Account of recent reduction in force and "bumping", A. T. Laughlin has taken Clarence "Mookus" Milliken's place on the supply cars and his helper is Oscar Hart-sell. "Uncle Jim" Akridge is a helper to T. E. Berst on the supply cars. Henry Nelson is stock clerk in charge of classes three and thirteen. John Reinder has "bumped" into the store department at Monett, Mo., and Geo. Graham and Frank Matthews went to the store department at Lindenwood.

Oscar Cook is quite proud of a ten-pound baby boy who arrived at his home the morning of the 16th and who has been given the name of Robert Gene.

L. H. McGuire, crane operator, has spent about two weeks in the hospital recently, but is able to be out at present. There has also been considerable sickness in his home, as his wife has had the flu and his boy had scarlet fever, but at present they, too, are much better.

OFFICE SUPERINTENDENT TERMINALS SPRINGFIELD, MO.

NORMAN HINDS, Reporter

E. A. Breshears was absent from duty a few days on account of illness.

J. D. Clark has bid in the 11 p. m. switch tender job.

Elmer Lynch has bid in the 11 a. m. transfer job.

Ed. Wadley has bid in a vacancy as a helper on the 8:30 p. m. job, after several months on the extra board.

G. L. Johnson is back on his former job as helper on the Phelps Avenue job.

George Kirkham, one of our most capable switchmen, has taken the engine foreman position on the east lead from 3 p. m. to 11 p. m.

C. E. Hoesy has been assigned to the 4 p. m. job as helper in the new yard, after working as extra yardmaster and switchman for several months.

W. L. Turrentine has purchased a new car of a popular make and plans several extensive trips this summer.

We are glad to announce the marriage, April first, of Miss Aileen Renshaw to Mr. A. A. Biggs, popular young switchman. We extend our congratulations and our best wishes.

C. L. Willis, night assistant yardmaster, has been absent a few days and George Sisk ably handled his position during his absence.

E. L. Stevens has returned home after spending two months in Alaska, visiting relatives. Mr. Stevens reports having had a wonderful time and some interesting experiences.

Among those off Easter Sunday enjoying the fine weather were Ferdy Dishman and W. H. Ritter.

An initial shipment of the new electric lanterns has been received and several of the yardmen are proudly sporting their new equipment.

H. A. Dale has returned to his duties after being off several weeks, due to an injured foot.

F. A. Mangan is back on the job after undergoing an operation for the removal of his tonsils.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

STELLA COMEGYS, Reporter

Homer Weber's little daughter has had pneumonia and has been seriously ill, but at this time she is much improved.

Miss Maude Bedell spent the week-end of April 12th in St. Louis.

Miss Jack FitzJohn was the lucky one to get the new comptometer job in this office. The position was made possible by the consolidating of the Central and Eastern division work. We are glad to have Jack with us again.

Judging from the number of girls in this office taking swimming lessons this spring, we think the store department will stand a good chance of being represented in some bathing beauty contest.

We are glad to report Clyde Fullerton is back on the job again, after being out several weeks account of illness.

OFFICE SUPERINTENDENT TRANSPORTATION

EULA STRATTON, Reporter

Well, here it is the first of May—and apple blossom time and the prettiest time of the year and everybody has a "cheer-up" song in their hearts—hence the depression gloom is leaving and business in general is picking up.

Easter was a gay time for all of us—most everyone bloomed out in a new hat and either went to church, played golf or took the kiddies on egg roasts. Savina Felin motored to Marshall, where she spent the day with her mother; Freda House journeyed to Tulsa for the week-end and Merle Platte spent the day in Verona, enjoying one of those good old country dinners of fried chicken, ham and eggs, hot biscuits and home made honey, etc.—there's nothin' like it outside the Ozarks!

Speaking of blossom time—Mr. J. W. Dugan, chief of the weighing bureau has just returned from California, and he tells us that April in California is certainly a lovely time of the year—trees, trees, everywhere and in full bloom. Mr. Dugan did not make a mere pleasure trip to California, but journeyed there in order to accompany Mrs. Dugan home. Mrs. Dugan has been absorbing California sunshine all winter, trying to regain her health, and we are glad to report that she is feeling very much better and stood the trip home nicely.

Dr. Stork made a call at the home of two of our tracer clerks during the latter part of March and left with Mr. and Mrs. V. B. Hartley a darling little eight and one-quarter pound girl named Nancy Jeanne. At Mr. and Mrs. H. C. Boehm's, Beverly Sue, an adorable cherub, was left to grace the home. We are so glad to have the arrival of some little girls in our Frisco family—sorta evens things up, and Messrs. Hartley and Boehm are certainly the proud fathers.

Every once in awhile our office routine is interrupted by that patriotic duty the men have to pretend to enjoy—serving on the jury—Elbert Hunt, diversion clerk, has been "doing his duty" for the past week. Sorta think it would be fun to "get the low-down" on crime, etc., but Mr. Hunt doesn't agree that it is.

Vinnie Hindman was away from the office several days, battling with a touch of the "flu," but is back to work now and feeling very much better. Perhaps the lovely roses she received helped her recover, and she certainly received her share.

Good natured George Silver—our first tracer extra, still drops in to see us occasionally and we like having him around.

Louise Boren was also in to see us not so long ago, looking mighty attractive in a green coat and matching beret.

Carmen Bowman, former typist, was also another recent caller, and we enjoyed seeing her around again.

SPRINGFIELD FREIGHT STATION

M. M. A. LARKINS, Reporter

Chief Clerk Mills and family spent Easter with Mrs. Mills' parents in Osceola.

Miss Mae Lundstrum has returned from a ten-day vacation that included a visit Easter Sunday to Oklahoma City.

Miss Helen Devine worked on the expense bill desk and now is relieving her twin sister as comptometer operator in the revising department while Marie is ill.

Miss Dollie Hinkle went to St. Louis Easter to see "Skippy."

Claude Harris' Easter trip to Dallas resulted in his missing the proper train and having to return "a la Texas Special." How come, Claude?

From the platform: Mr. and Mrs. J. S. Duff are planning to go to Memphis; Mrs. Dan B. Rainey to Oklahoma City; Mr. and Mrs. L. Sweetin to Rogers; Mrs. J. M. Baker and daughter, Maxine, to Tulsa.

Messrs. J. E. Wheeler, Edgar Huntley and Blaine Killingsworth of the north yards office are now doing relief work here.

We hope that the illness of son of Check Clerk Charles Kelley will not prove as serious as reported.

The bill clerks tell an amusing story of Porter Rayn Messey's "duel with a bug" a few evenings ago. But with the aid of his trusty old broom, Rayn conquered as usual. He always gets his bug, or rat.

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

DAZEL LEWIS, Reporter

The 1931 membership campaign of the Frisco Veteran Employees' Association is in full swing. To date approximately 500 have enrolled as new members or renewed their memberships. If you have not already enrolled, please get in communication with the secretary, Mr. J. L. McCormack, Room 400 Frisco Building, Springfield, Mo.

F. L. Pursley, chief clerk, and Mrs. Pursley enjoyed a motor trip to Joplin recently.

On April 15, Virginia Hasler, voucher typist, resigned account of her approaching marriage to F. J. Peterson, of the general manager's office. Virginia had been a faithful and loyal employee of the claim department for several years and during that time had made a host of friends. A number of social affairs were given in her honor. Words are inadequate to express our good wishes for the happy couple.

Sincere sympathy is extended to Mrs. Pearl Davis, whose father passed away on April 7th, and to Carl F. Smith, whose father departed this life at the family home in Louisville, Ky., on April 9th.

The employees of this office were shocked and deeply grieved to learn of the death of Norris Leisendorfer of Billings, Mo., and husband of Mrs. Lucy Whittenberg Leisendorfer (formerly a dictaphone operator in this department).

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

We extend our sympathy to P. W. Arnold on the loss of his father-in-law, W. C. Hawkins, who succumbed to a heart attack March 24th. Mr. Hawkins' passing is a loss not only to his family and friends, but to the community.

Our sympathy also to V. C. Williams, who lost his grandfather, April 15th, from pneumonia. Mr. Chandler, who was 85 years old, had been ill but a short time. F. J. Peterson spent Easter at Pacific, Mo., with his mother.

Miss Ann McClernon entertained her bridge club, Wednesday evening, the fifteenth.

Fred J. Peterson and Virginia M. Hasler were quietly married April 15th and are now living at the Ambassador Apartments. Both have many Frisco friends

who will join in offering congratulations and best wishes.

ST. LOUIS TERMINAL'S CLUB

ROBT. A. HALEY, Reporter

This report is written in the Frisco Hospital, where the writer has been confined the past week with an attack of the flu. Glad to report I expect to be back to work in a few days.

E. E. Whitney, foreman 7 a. m. transfer crew, was also operated upon the latter part of March, and is now at home doing fine, and expects to return to work about the middle of May.

Day Yard Clerk Chas. Benson is back to work again at Chouteau Avenue, after being off several months with a fractured leg. All glad to see Charles back on the job.

The officials sure appreciate the meritorious efforts of Assistant Yardmaster C. J. Harmon and Switchman Harry Webb, the night of March 13th, when an east-bound train arrived at Lindenwood ahead of No. 4 and reported losing a brake beam between Old Orchard and S. E. Jct. Mr. Harmon jumped into Mr. Webb's auto and drove to Old Orchard ahead of No. 4, where Mr. Harmon set the block against No. 4 and walked east to Southeast Junction, to be sure the brake beam was not on the track, which possibly would have resulted in a serious accident. This was surely quick and fine work on the part of Messrs. Harmon and Webb.

FUEL DEPARTMENT ST. LOUIS, MO.

LOUISE S. GIBSON, Reporter

Mr. C. E. Bissell, fuel inspector, Pittsburg, Kan., was in the office on March 16. Mr. Bissell's visits are always enjoyed and, as he is thoroughly informed on the business of the railroad in his territory, his visits are instructive as well.

Mr. Geo. L. Schneider, supervisor of fuel economy, Sapulpa, Okla., also favored us with a visit last Friday. He was radiating Oklahoma sunshine and good cheer all day and everyone felt invigorated after his visit.

Mrs. Louise S. Gibson made a visit to Springfield to see Mrs. B. E. Betts, who was formerly Miss Laura Money, a mem-

ber of the Frisco Family and the fuel department in particular.

Mr. H. E. Martin and family made a visit over the week-end to Springfield to visit relatives. Mr. and Mrs. Martin are both "natives" of Springfield and he is always jovial after his visits to his home town.

Mr. Frank Schick is showing much interest in politics and we wonder just how soon he will be leaving us to become "the people's choice."

SOUTHWESTERN DIVISION

TRAFFIC DEPARTMENT TULSA, OKLAHOMA

MARGERY O'BRIEN, Reporter

Tuesday, March 17 was not only St. Patrick's Day but was FRISCO DAY for the Tulsa Traffic Club, with J. W. James, traffic manager, as chairman, the sixth consecutive St. Patrick's Day program that Mr. James has directed successfully for the Traffic Club. Mr. James was assisted by other members of the Frisco family, Mr. O. L. Young, superintendent;

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The Frisco shops orchestra played the opening number on the program. Members of this orchestra consist of Messrs. Y. Coley, H. C. Cogart, Lloyd Richardson, John Armstrong and Roy Richardson. There were harp selections, violin solos, etc., all Irish songs befitting the day. A lovely luncheon followed and it being Ladies' Day also, quite a number of our friends attended, including many out-of-town railroad people as guests. Among others present were Mrs. H. S. Iverson and Mrs. J. W. James' sister of Kansas City.

The Frisco Ladies' Club had a noon-day luncheon on Thursday of last week at the home of Mrs. W. B. Baxter. It was a surprise party on Mrs. O. L. Young, wife of Superintendent O. L. Young, Tulsa. About 16 ladies were present. The nice luncheon was followed by a handkerchief shower for Mrs. Young and a number of the ladies remained for the afternoon to play bridge.

Mr. and Mrs. O. P. Rainey spent the Easter week-end visiting with friends in Oklahoma City.

The writer spent the Easter holidays with friends in Springfield.

The opening of the new Union Depot has been postponed, we understand, until some time around the first of May, at which time we are looking forward to seeing a number of our out-of-town friends in Tulsa.

Tulsa is enjoying lovely spring weather and we hope it has come to stay, it makes one feel like getting out and hustling. We all know we need the business and the boys are right on the job, going after it hard.

OFFICE OF GENERAL AGENT OKMULGEE, OKLA.

THELMA I. COBB, Reporter

The Frisco booth in the Exposition during the week of March 23 to 28 was a great success, the miniature engine being the center of attraction.

Mr. Virgil W. Rikard is building a new home in the north part of the city. Mrs. G. A. Brundidge is visiting her son and family in Chicago, having gone up for Easter.

Mrs. Bracy Bishop and baby of Tulsa are visitors in the home of her parents, Mr. and Mrs. J. E. King.

Mr. and Mrs. H. T. Wood and family spent last Sunday in Bristow.

Mr. Joe Hodson made a trip to Tulsa to take a look at the new Union Station.

Mrs. Margaret Seddum, extra clerk in this office, spent the week-end in Tulsa.

Mrs. Gordon Wood of Sasakwa, has been a guest in the home of Mr. and Mrs. H. T. Wood.

TULSA REVISING BUREAU TULSA, OKLA.

MARGUERITE HEFREN, Reporter

If you desire information about St. Patrick, Mr. Brendel will now be able to enlighten you. Upon being urged by Agent Connell to attend the luncheon of the Tulsa Traffic Club on March 17, designated as Frisco Day, he acceded to the request, expecting to pick up some valuable traffic data. Much to his surprise, however, he learned that the meeting was called as a St. Patrick's day celebration, St. Patrick having been termed the patron saint of railroad workers by the principal speaker. Mr. Brendel was the only one at the meeting not wearing green. His many St. Louis friends will no doubt sympathize with him for having been thus "rebarassed."

Miss Nelle White relieved Miss Marguerite Hefren on March 23, when she was called to take her sister, Frances,

stricken with a serious illness, to the Mercy Hospital at Independence, Kans. Guy Miller is lonesome these days. Mamma went to Illinois to visit brothers and sisters, thereby leaving poor Guy all alone.

OFFICE SUPT. TERMINALS WEST TULSA, OKLA.

MISS EDNA A. WOODEN, Reporter

Fay W. Warren, yardmaster, has returned to work after an absence of several weeks account illness.

J. C. Tegler, yardmaster, has returned from St. Louis hospital, but is still unable to return to work. Mr. and Mrs. Tegler expect to leave soon to visit relatives in Texas while Mr. Tegler is convalescing.

Olie Guin and wife have returned from Ada, Oklahoma, where they spent a few days visiting Mr. Guin's parents.

Mr. and Mrs. Wm. H. Christian were called to Dallas, Texas, recently account the serious illness of Mrs. Christian's mother, whom they report as improving.

Mrs. Minnie Eagan, mother of W. E. Eagan, general yardmaster, who has been quite ill for several days is improving.

Mrs. J. C. Tegler has returned from Kansas City, Missouri, where she spent several days visiting relatives.

Mrs. Harry Wiggins, who underwent an operation at St. Johns Hospital at Tulsa, recently, has returned to her home much improved.

H. J. Dailey, yardmaster, has gone to the St. Louis hospital account sickness. We hope Mr. Dailey will soon be able to return home.

Mr. O. L. Young and family have been enjoying a visit with his mother and sister from Hutchinson, Kansas.

E. L. Hill, switchman, has returned to work after an absence of several days account illness.

Mrs. Fred Cole has returned from Memphis, Tenn., where she was called account the illness of her daughter, Miss Margaret, who accompanied her home.

S. R. James, switchman, is again absent from duty account illness.

WEST TULSA STORES DEPT.

TOM MISHLER, Reporter

Mr. and Mrs. C. O. Mitchell and daughter visited relatives at Afton, March 14 and 15.

John Harris, third trick counterman, was absent March 18 and 19, account of sickness.

James K. Dohyns, store room employe of Oklahoma City, was a visitor at the home of Thos. H. Woolsey, Sunday, April 5. He also visited the West Tulsa store while here.

Grant Woolsey spent several days visiting relatives and friends near Lebanon, Missouri.

Mrs. A. J. Stone and daughter of Springfield, Missouri, spent Easter with her son, Glenn V. Stone and family at Sapulpa.

Store department employes who have unfortunately been visited by the "Flu" since last writing are Glenn V. Stone, chief clerk; Mrs. Dorothea Hyde, comptometer operator and Virgil Yeargain, store trucker.

TELEGRAPH DEPARTMENT TULSA, OKLA.

W. K. BAKER, Reporter

The following was taken from the Tulsa Tribune's files of March 16th, 1906: "The Frisco Railroad today pegged out the location of the new station at Boston avenue." TIME PASSES. Now, twenty-five years later, the same paper carries a headline reading: "New two million five hundred thousand dollar Union Station will be ready for service May 5th." It is a coincidence that the new station stands

on approximately the same spot, and that twenty-five years from the pegging of the first depot the new station will be ready for occupancy. Truly a monument to the great empire of Oklahoma, the last frontier.

Mr. J. H. Smith, dispatcher at Oklahoma City, off few days visiting in Neodesha, Kansas. F. A. Smith made the relief.

Mr. S. R. Kennedy, second trick dispatcher at Sapulpa, off one week account sickness. F. A. Smith relieving.

W. A. Gamble worked third trick at Weleetka while it was on bulletin, later being relieved by J. E. Custer account sickness. Custer displaced by C. Murphy.

J. J. Corum, agent at Schuler, off couple days visiting his family in Springfield, relieved by Gene Autrey.

Bunk Robinson, agent, Bryant, off few days, relieved by Haskell Watson.

Extra Operator E. C. Holland is back in Sapulpa after spending a couple of months with his folks in Russell, Texas.

Of interest to all of us was the passage of House Bill No. 332, introduced by State Senator Surrey and others in the last Oklahoma Legislature, providing for a 100 per cent increase in taxes on busses and trucks. The public is fast waking up and more bills will be introduced in future sessions. It's up to all of us to do our part in keeping truck and bus legislation and control uppermost in the public eye. It will be a hard fight, but with a solid front we'll win.

The Sapulpa Frisco Employees' Club held a St. Patrick's Day dance at the Elks Hall in Sapulpa on March 16th. Favors were distributed in the form of hats, confetti, etc. Among the two hundred that attended were Telegraphers C. G. Wilson, C. J. Quinn and wife, of Tulsa, J. H. Robson and wife, Gene Autrey and John Dukes, Sapulpa. President Bob Leach acted as master of ceremonies and a good time was reported by all.

R. L. Prince, extra operator, back in

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WHY WAIT—GET IT NOW

Sapulpa and worked one day at XY, taking another sixty days off to visit his folks in Largo, Florida.

W. M. Robuck, swing dispatcher at Sapulpa, off five days to hoe his spuds down in Amory, Miss. Methinks it would be worth the time lost to go down there especially to watch him. F. A. Smith relieving.

Understand J. B. Robinson, agent Bryant, is off sick, Haskell Watson relieving.

F. Van Pelt, third towerman at Claremore, off three days attending the golden wedding anniversary of his mother and father. W. A. Gamble relieving.

W. B. Hollands, manager and wire chief at Sapulpa, was called to Freestone, Texas, account the serious sickness of his mother. E. F. Oaks made the relief.

Robert O. Brenner, fifteen-year-old son of Dispatcher H. O. Brenner, was elected all-star guard of the champion Kansas City Tigers basket ball team. The Tigers beat all comers in the Kid Tournament held the latter part of March with thirty-six teams participating. Besides being an all-around athlete, young Brenner has also captured all the medals offered in the National Rifle Association for marksmen of his age. We congratulate Mr. Brenner on his son's skill and courage.

Railroads last year spent 14 per cent of their gross to maintain their highways; trucks and busses got theirs free! Ask your merchant if he thinks this is a square deal.

Mr. J. M. Mulhall has completed a trip of 1,600,400 miles, reaching the age limit of 70 years, and being retired on pension. His record of 49 years and 11 days without ever having a wheel on the ground will, no doubt, stand for many years to come. His record provides a good argument on the safety of trains over busses.

R. W. Pierce off one day at McAlester, relieved by Baker.

The next regular meeting of the Tulsa Frisco Employees' Club will be held in their new quarters in the Public Service Building at First and Denver Streets. High-class boxing and wrestling, along with a seven-piece string orchestra, will furnish the entertainment. No charge.

Bruce Hough, from third Francis to agency White Oak on bld. J. E. Custer at Francis until bids are up on third.

F. A. McLaren, third Henryetta, was called to Ft. Scott, Kansas, account the death of his mother-in-law. Mr. McLaren has had his share of sorrow these last six months and the sympathy of the telegraph department is extended to Mac in his hour of sorrow. C. Murphy is making the relief.

The following changes in station names are noted on the new time-card: South Holdenville to "Sisson" and our new agency at Drumright to "Tidal."

H. J. Hougland, second Afton, off couple weeks visiting his folks in Adair and Francis, Oklahoma. W. K. Baker relieving.

C. G. Wilson, extra operator, was called to Albion account his mother very sick.

L. A. Hadwin, operator-ticket agent Madill, Oklahoma, has organized a Frisco string band consisting of violin, mandolin, guitar, uke, banjo and bass viol and intends to have a big time this summer. He has the contract to furnish music for the dances at Pettijohn Springs between Madill and Ardmore, and each third Friday night will play a free dance for all Frisco employees, their families and any friends they may wish to bring. On these Frisco dance nights short talks will be

made on railroading, solicitation of business and other railroad problems that may come up from time to time. We all wish "HAD" the best of luck.

Extra Operator C. Murphy was through Madill a while back, stopping off long enough to renew acquaintances. Said he was returning from Sherman, where he has been spending the past ten days visiting his Uncle Joe Murphy, who is a brakeman on No. 532.

O. F. Nowlin, agent Madill, went fishing here a while back. Stayed three days then blamed it on the rain when he got back.

Lineman S. M. Worthy is driving a new master Buick sedan. On the initiating day he entertained Second Trick Operator W. A. Maberry and family with a nice ride to Dallas and back via Ft. Smith, Ark.

S. R. Vandervort, third trick Madill, announces the arrival of Thomas Washburn Vandervort, weighing 104 pounds, and born April 2nd. Van says he is going to make a train caller out of him when he gets older, and from the way he hollers now he won't let anyone miss their train. Congratulations, Van!

Harry T. Morhouse, third trick Afton, announces the arrival of Nance Claire Morhouse on April 16th. Seems to me like the stork has been a busy bird from Afton to Madill. Congratulations, Harry.

It is just one hundred years ago this month that the DeWitt Clinton, the first regularly commissioned steam locomotive was put in service on a railroad in this country.

A. C. McQuigg, first Afton, received word that his brother-in-law, Ralph Thompson, Frisco special officer, had passed away at the Frisco Hospital in St. Louis April 7th. Mrs. McQuigg has been

in St. Louis with her brother for some days and accompanied the body to Stotesbury, Missouri, where the funeral was held April 9th.

S. A. Hathaway, second Chelsea, off few days to try his luck fishing. W. A. Gamble making the relief.

W. H. Shedlebar, agent Afton, reports LCL business in and out of Afton is picking up. Which we are all very glad to hear and hope this increase in LCL shipments continues. Through the efforts of the force at Afton, including section men, the merchants are ordering their goods by rail only, very seldom a truck shipment being slipped in.

John Kramer, son of Lineman Will Kramer, won the office of Constable over a field of five opponents at Olathe, Kansas, in the last election.

A new spur serving the city water pump station at Chickasha was put into service recently. Chickasha is installing new pumps, water conduit and other equipment, with the Frisco getting a good portion of the business.

L. A. Schooler, agent Wheatland, is somewhat stuck up nowadays. Says the Oklahoma City airport is being moved to within a stone's throw of Wheatland, which will result in some passenger business for the Frisco to and from Wheatland, as the air lines are arranging the schedules to connect with train service.

The old first trick at "YD" east yard, Oklahoma City, was abolished effective April 6th. Operator Nat Burch is exercising his seniority by displacing E. Schlitz on second Lawton.

Harry T. Morehouse, third Afton, attended the funeral of his uncle, W. A. Carter, at Sand Springs, Okla., April 12th. Many thanks to Roy Sloan and W. A. Mayberry for items submitted this month.

Fireman votes a pipe his Favorite pleasure smoke

WHEN you want to settle down and enjoy a long cool smoke there's nothing like a pipe and good tobacco. Fireman E. O. Snell of the Pennsylvania says, "A pipe and good old Edgeworth is my smoke, and believe me I'm mighty glad I found it."

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MECHANICAL DEPT. NEWS TULSA, OKLA.

L. A. MACK and AMELIA KALT,
Reporters.

Mr. M. C. McLeskey, machinist, and wife were called to Piggott, Arkansas, March 24th on account of serious illness of Mr. McLeskey's mother.

Mr. E. L. Phelps, car foreman, and wife returned from a short visit with their daughter at St. James, Missouri, the first part of the month.

Mr. W. B. McGaugh, car clerk, has been trying out his new golf clubs, new golf clothes and his luck on the golf courses at Tulsa and Sapulpa.

Mr. W. U. Coy, piecework checker, and wife were called to Springfield, Missouri, on account of sickness and death of Mr. Coy's father April 4th. They have our sympathy.

Mrs. A. B. Crume, wife of timekeeper, spent a few days with friends at Francis recently.

Mr. C. H. Retzlaff, machinist, and wife spent the Easter holidays with relatives at Duncan, Oklahoma. Mrs. Retzlaff's brother, Mr. Roy Ray, has been visiting in Tulsa with the Retzlaffs.

Mr. H. A. Dellis, machinist, and family have moved to Red Fork.

Mr. J. S. White, air brake man, and wife left for Hobbs, New Mexico, on an overland trip to visit their daughter, who is planning to return with them.

The year-old son of Mr. and Mrs. S. S. Walls passed away April 16th. Mr. Walls is employed as machinist. We sympathize with them in their bereavement.

Mr. William Bow, machinist, who has been off on account of sickness, returned to work April 13th.

A nice write-up in the Tulsa World of March 31st marked the passing of another veteran into well-merited retirement. Mr. J. M. Mulhall (Uncle Jim to most of us), who for years has been in the cab on one of our best passenger trains, reached the age limit on March 8, 1931. May life's sunset hold for him the best that life affords in health and happiness.

Mr. H. C. Price, machinist Tulsa, was off several days the past month on account of illness in his family.

Mr. F. R. Mock, machinist Tulsa, was called to Texas March 30th on account of his brother being seriously injured in an automobile accident. He returned to work several days ago and reports his brother improving.

Mr. S. S. Walls, machinist Tulsa, is the proud owner of a Pontiac coach.

Mr. L. L. Hinch, engineer Tulsa, who has been sick for several weeks, returned to work April 15th.

Mr. C. C. Saner, engineer Tulsa, who has been in the St. Louis hospital for some time, returned to his home at Sapulpa.

We wish to extend our sympathy to Mrs. H. W. Campbell and family in the loss of husband and father. Mr. Campbell was accidentally killed while crossing Tulsa yards on his way to work.

On account of misplacements in seniority we now have with us firemen, Mr. P. W. Lee, back from Sherman; Mr. C. R. Smith, Mr. H. H. Morgan and Mr. Fields, from Oklahoma City.

OKLAHOMA CITY, OKLA.

J. E. MORTON, Reporter

Jack Lewis car oiler on second shift, had the misfortune to demolish his car in an accident near Marlow the night of March 29th. The lights failed and the car struck the railing on a bridge. Mr. Lewis received painful though not serious injuries. He went back to work April 5th. George Ruhman filled the temporary vacancy.

R. C. Fredick, extra car inspector, relieved W. A. Neal at Snyder for five days. Understand Mr. Neal was called to Colo-

rado account of the sickness of a relative. We have given the rip track wood mill shop machinery a new coat of Duco. This adds greatly to the appearance of the interior of the place.

Dennis Howard, third class machinist, and his brother Dence, cellar packer, were called to Francis recently account of the serious illness of their aunt. They report she is well on the road to recovery.

J. L. Morton, piece work checker, and family, spent Easter with relatives at Springfield, Mo. Mr. Morton's father is in poor health at this writing, but hope that spring weather will help to improve his condition. Mrs. Morton visited with her brother, whom he had not seen for a period of five years.

J. N. White, coach cleaner, who has been in the St. Louis hospital for some time, returned home. Mr. White is not recovering as fast as we would like, but hope he will be with us soon.

Traveling car inspectors, Messrs. W. H. Samuels and J. T. Fite, called on us April 8th. Glad to have them call on us as we always benefit from their suggestions.

C. H. Vandiver has resigned as car clerk. Understand he has not definitely decided what kind of work he will take up. Harvey James, roundhouse caller, has been appointed to fill the vacancy. Bob Moore was appointed caller. Wish both of you all the luck in the world.

Box Packer R. G. Fountain and family visited with Mrs. Fountain's mother at Jones, Easter Sunday. Mr. Fountain said they broke up all the hens' nests in their quest for Easter eggs.

William Temple, store room day counter man, has purchased a new residence at 1014 South Shartel avenue. He reports that he is well pleased with his new location.

Elsa Wiley, coach yard electrician, has built a new garage. Says that his new Ford kept wanting to come in the house at night until he built the garage.

Fireman H. H. Morgan, Bert Fields and C. R. Smith have been cut off of the Oklahoma City, Okla., subdivision. Bill Johnson has been bumped back on through freight turn on Chick sub.

Fireman P. K. Harwood is spending his time in the hill country along the White River in Arkansas recuperating from an illness of long standing. It seems that he chose wisely in going there.

Engineer P. L. Pearson is off on a leave of absence. He expects to spend the time in Nebraska, Washington and other points in the Northwest.

All firemen working out of this point entered the service prior to 1918. If you haven't been here a long time these times you simply aren't here.

Quite a number of the mechanical department have benefited by oil wells being drilled in the South City field; among them are A. M. Darragh, J. L. Cowyer, H. Reinhardt, A. Hunter, A. C. Leslie, E. Wiley, V. H. Satubus, W. S. Melvin, J. H. Covington, C. B. Leister, A. A. Dotson, A. L. Swain, F. B. Hammond, A. R. Harmon and Roy Floyd.

Drilling is progressing rapidly on Frisco oil well No. 3. They were drilling at 5,100 feet April 15th. The crew states that they will ease at 5,200 feet. No doubt this will be another big producer as all the other wells in this vicinity.

L. E. Chaney returned from the St. Louis hospital April 12th, where he underwent an operation for appendicitis. Will be some time before he is able to return to work.

We extend our sympathy to Joe Gregg, coach cleaner, whose brother died in Roswell, New Mexico, April 6th. The funeral was held at Norman, Okla., April 13th.

Mr. G. C. Papin, wife of triple valve man, is ill at this time. Hope she has recovered by the time this is published. Mr. Papin's son Emmet is slowly recovering from an operation for appendicitis. Seems that Mr. Papin's family is having more than their share of ailments.

The Frisco baseball club opened the

Municipal Twilight League season April 14th by losing 7 to 3 to the Film Exchange club. We played a good game for the greater part of the game. Lost the game by two errors at critical times. The batteries for Frisco were Bonner and Kerce. You will hear more from us later in the season.

The benefit bridge and dance for the baseball club held April 15th went over with a big success. The winners of the prizes were Mr. Boney, first prize; Mr. B. W. Swan, second, and Mr. Leo Sellman, third prize. Mrs. Bloom, first; Mrs. E. J. Esequin, second.

RIVER DIVISION

POCAHONTAS, ARK.

CLEATUS PRICE, Reporter

Mr. L. P. Davis, clerk, Poplar Bluff, was off duty a few days the first of April account sickness in family at Blytheville, Ark. When Mr. Davis returned to Poplar Bluff he brought his family with him and are now making their home there.

Mr. W. E. Mathews, relief agent, Poplar Bluff, brought Mrs. Mathews over and they expect to make their home at Poplar Bluff for awhile.

Mr. L. Ramey and Mr. Ed Brant spent the 13th in Pocahontas.

Mr. F. R. Ludwig, agent, Biggers, Ark., spent Easter Sunday with his son, W. J. Ludwig, cashier operator at Pocahontas.

Mr. W. J. Schoonover, Frisco attorney, made a business trip to Chickasha, Okla., recently.

Mr. J. R. Boyd, agent, Perryville, Junction, was in Pocahontas April 12. From all reports we believe Roy will be married soon.

CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

Mrs. J. S. Lloyd and Miss Mollie Patton spent the week in Kansas City, Mo., as guests of Mrs. Henry B. Heft. Mrs. Heft is the daughter of Conductor and Mrs. J. S. Lloyd.

Edgar Willer and wife and son Junior

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spent Easter with Mrs. Willer's parents at Jonesboro, Ill.

Mr. and Mrs. Don Parr had as their guests Easter Sunday, Mr. and Mrs. R. French and family and Mr. and Mrs. Louis Scott of Dallas, Texas.

Mr. and Mrs. John F. Neal will leave April 12 for Texas to spend a week or ten days with Mr. Neal's son, Gene, at Lockport. From there they will go to Pensacola, Florida, for a few days and will return via Memphis, Tenn., where they will visit another son, Frank Neal.

Holman Scott, baggage man, is again back to work after having been off for a few days account illness.

Shirley Ann Smith, small granddaughter of General Agent J. T. Hulehan, has been confined to her home for several days, the victim of measles.

R. M. Cullum, second truck operator at the passenger station, is confined to his home account illness. Mr. Cullum will enter the Frisco Hospital at St. Louis within a few days to undergo a major operation.

OFFICE DIVISION ACCOUNTANT CHAFFEE, MO.

RALPH STEPHENS, Reporter

Folks, this will be my last report from the division accountant's office at Chaffee. On April 15, this office will be abolished and the accounting for the River division will be taken care of in Memphis.

Mr. J. R. Wilhoit and Mr. T. D. Murry will take positions in the St. Louis office.

W. R. McDonough, Ralph Stephens and Miss Ila Cook will transfer to Memphis with their positions.

At this time Ranny McDonough is suffering with the toothache, but from the way the dentist is working on Ranny and extracting teeth, it won't be long until he will not have any teeth to ache.

Mr. and Mrs. L. D. Lankford entertained with four tables of bridge, following which a delightful luncheon was served. Mrs. L. L. Grisham and Genest Morgan won high scores. Miss Juanita Morgan and Ralph Stephens received consolation prizes.

Miss Ila Cook and her mother, Mrs. Della Fay, motored to Ste. Genevieve to spend Sunday, April 12 with Mr. and Mrs. Stelter.

TRAINMASTER'S OFFICE AND LOCAL FREIGHT HOUSE CHAFFEE, MO.

ILA COOK, Reporter

Mrs. George Mason of Fort Scott, Kansas, has returned to her home after visiting her daughter, Mrs. A. N. Matthews.

Billy Hopkins, son of dispatcher, has been unfortunate enough to contract the mumps.

Bert Cheatham of Evansville, Indiana, spent Easter with his parents, Mr. and Mrs. H. V. Cheatham.

Our sympathy is extended to Mrs. L. A. Lowry, due to the death of her father.

Fonnie Blaylock was a visitor at the home of his sister, Mrs. Emmet Bond, while enroute from Memphis to Rolla, Mo.

Archie Smiley, Junior, has been taken to the Shriner's Hospital in St. Louis for treatment.

Mr. and Mrs. Ed Miller are the proud parents of a daughter who arrived on March 22nd.

Mr. and Mrs. C. C. Harris have moved into their home on Parker avenue.

Roy and Eugene McConachie and Wayne Buckannan, students in the University of Kentucky, Lexington, spent the Easter holidays with their parents, here.

Mr. and Mrs. C. R. Finley and children spent Easter with her parents in Champaign, Illinois.

Mrs. J. A. Moran of Springfield was a Sunday visitor at the home of Mr. and Mrs. R. L. Cooper. The Coopers accompanied Mrs. Moran to St. Louis for a short visit with Mr. and Mrs. L. A. Gibson.

Ye scribe had the pleasure of attending the Girls' Club luncheon, which was held at the Jefferson Hotel on March 26th. I enjoyed it so very much that I wish all the Frisco girls could attend one of their meetings.

Miss Ila Cook was honor guest at a handkerchief shower given at the home of Mrs. A. H. Reser on April 9th.

Games were played. The handkerchiefs were presented to Miss Cook by Miss Irene Wehling with a pretty farewell speech, as Miss Cook has been transferred to the Memphis office. Delicious refreshments were served by Mrs. Reser and Mrs. Harrell.

We are very sorry to hear of the illness of Miss Blossom Christopher, operator at Caruthersville, and hope to hear of her quick recovery.

Ben Grieshaber has been beautifying his home by planting flowers and building a very artistic fence.

BLYTHEVILLE OFFICE

MARY FERRELL, Reporter

Miss Marie Moon made a rush trip to Little Rock, Ark., Saturday March 21st; returning Monday noon, she drove to Steele, Mo., then to Caruthersville, where

~ and in addition

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she directed a home-talent play. Marie is kept quite busy these days.

Mr. and Mrs. John Poindexter were called to Walnut Ridge April 3rd account the serious illness of the latter's mother. John's mother has also been quite ill, but at this time both are reported to be very much improved.

Lloyd Blomeyer, young son of Mr. and Mrs. E. F. Blomeyer, has been very ill with scarlet fever. We wish the little fellow a speedy recovery.

Belle Klinke visited in Sikeston recently. Of course, the visit was just for a day and this day was Sunday. In the afternoon we drove to Cape Girardeau. While there talked to Tom Hudson and Dean Underwood via the composite phone. This is to advise Mr. Cooper and "Big Hoppe" we were quite disappointed not to include them in our "confab."

Mrs. Robert Holland visited at Commerce, Mo., recently.

B&B Gang No. 7, in charge of Foreman Ed Ervin, is constructing a wholesale warehouse for occupancy by the D. Canale Company. The building when completed will be 80x100 feet. We are quite proud of this new building as it means more business for the "Frisco."

Tim Murray, now of the St. Louis accounting force, but until just recently located at Chaffee, visited with the writer about March 28th while en route to Lake City, Ark.

J. R. Willhoit was also a Blytheville visitor March 29th. Surely is great to see folks from Chaffee.

Mrs. Ed. Foster and daughter, Betty, visited in Gideon and Kennett, Mo., about April 9th. Mr. Foster and son, Jack, joined them at Kennett later in the week and remained at Kennett until Sunday. While en route to Kennett Mr. Foster and Jack visited Mr. Foster's sister at Delta.

Mr. A. D. Dowland was warehouse foreman during the absence of Mr. Poindexter and Mr. J. W. Shankle relieved Mr. Foster.

Mrs. Frank Moore and daughter, Mary, of Chaffee, Mo., visited with Conductor Moore one week-end the latter part of March.

Mrs. M. T. Moon was called to Crocker, Mo., April 13th to be with her uncle, who is seriously ill.

Leroy Woods, former special agent, is no longer on the Frisco payroll. Mr. Woods has accepted a government job. Mr. Frazier of Hardy, Ark., has the position which was held by Mr. Woods.

Mr. and Mrs. R. R. Brown and family were Hayti visitors April 11th.

Mr. and Mrs. W. S. Johnston and Rosemary of Wilson, Ark., drove to Blytheville one evening recently. While here they visited with the writer and attended the theater.

Mr. C. C. Mills, accident prevention agent, was in Blytheville Friday, April 10th. In the morning Mr. Mills spoke to about 1,200 school children. In the evening he addressed Frisco employees; meeting being held at the passenger station.

and J. L. Mumma was in charge of book of rules meeting.

Dewey Asher, second trick operator, is in Frisco Employees' Hospital.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Mr. W. H. Pryor, who has been head of the water service department on the River division for many years, has been appointed general foreman of water service department on Southern division, with headquarters at Memphis. Mrs. Pryor and daughter will go to Memphis when the present term of school is over. Mr. Ray Shores succeeds Mr. Pryor at Chaffee.

Earl "Rusty" Fatchett, who has been working with the station force at Hayti, has been visiting a few days with his parents, Mr. and Mrs. T. J. Fatchett.

C. E. McDonough of Campbell, formerly assistant timekeeper, made short visit to Chaffee last month.

Mr. E. W. Smith was called to Springfield last month account illness of his mother.

Bert Cheatham of Evansville, Ind., has been visiting with his parents Conductor and Mrs. H. V. Cheatham of South Main street.

C. G. Roland, assistant timekeeper, was a patient in St. Louis hospital for a few days last month.

Mr. W. H. Stubblefield spent Easter with friends in St. Louis.

Miss Lorena Bollinger recently entertained with two tables of bridge. Prizes for high scores were awarded to Misses Anna Guethle and Juanita Morgan.

W. E. Condrey of St. Louis, formerly employed in the assistant superintendent's office at Chaffee, was a visitor in the office one day last month. Mr. Condrey is now working with an insurance company in St. Louis and was making a trip to Benton to recover a stolen automobile.

Cleatus Price has been working for a few days in trainmaster's office at Chaffee.

Mr. and Mrs. M. E. Gesi and two daughters recently spent a week-end with relatives in Ste. Genevieve.

The superintendent's office looks quite spacious since the accountants have moved to Memphis and we are wondering what we shall do with so much room. Regret losing such congenial force, but trust they will find their new locations very pleasant.

Set-back levee work has been started on the Diversion Channel near Blomeyer and a number of families employed in this connection have moved to Chaffee. This is quite a large project and will require about eighteen months or two years to complete.

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NORTHERN DIVISION

OFFICE OF SUPERINTENDENT FORT SCOTT, KANSAS

MISS BLANCHE BICKNELL, Reporter

Ernest L. Woods, general yardmaster, and family have moved from No. 1 South Judson street to the Watts place on the high drive, this city.

Jack Dalton and wife have returned from Springfield where they visited, account the illness of Mr. Dalton's mother.

Rex Batterton and J. A. Miller, Jr., of Neodesha, were visitors in Fort Scott April 5.

Mr. and Mrs. S. J. Frye spent a week in St. Louis. Mr. Frye having gone there for treatment in the Frisco Hospital.

Jack Young has returned from Tucson, Arizona, but has taken a leave of absence account sickness.

Mrs. Susie Miller, agent at Monmouth, spent several weeks in Norfolk, W. Va., on account of sickness of her daughter.

J. N. Chitty, retired engineer, died at his home in Fort Scott after an extended illness. Mr. Chitty had been a locomotive engineer for the Frisco for thirty years. Six years ago the first of March he was retired from active service.

Mrs. F. H. Carson and daughter, Miss Carol, went to Lawrence, Kansas, March 20, where Miss Carol sang at the music audition held at the University of Kansas. She won first place. Miss Carson is the daughter of F. H. Carson, cashier.

Engineer John M. Mulhall, at 4:45 a. m. April 1, stepped from the cab of Engine 1065 that pulled in from the south. It was his last run on 111 and 112, completing 30 years of railroad service on the Frisco. Engineer Mulhall states he never took the throttle without the feeling that he carried the lives of his passengers in his hand. His motto

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FREIGHT AND TICKET OFFICE HAYTI, MO.

A fuel meeting was held in passenger station first part of April.

Mr. J. S. McMillan, superintendent; J. L. Mumma, assistant superintendent; E. E. Nixon, master mechanic, and Messrs. L. Ramey and J. A. McAllen, roadmasters, were in Hayti attending fuel meeting.

Chas. LaFont, yard clerk, was off four days visiting his mother in St. Louis.

Earl (Rusty) Fatchett, yard clerk, lost several days account sickness. He was relieved by Extra Clerk Cooper.

Mrs. F. M. Carlock and children have been visiting her mother in Datto, Ark.

Book of rules meeting was held in passenger station April 8th and 9th. The first night there were 54 employees attending. Mr. Mills also spoke on safety first

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was "Keep a Watch All the Time." Now that Mr. Mulhall will have a bit of leisure, he has figured out that he traveled 1,600,440 miles on the Frisco without an accident.

Frank McCann, wife and little daughter Clara, spent the week-end visiting relatives in Kansas City.

Lace Johnston has resumed duties of ticket clerk after having been off several weeks account sickness. Earl Hamm, who was working third trick ticket clerk, has gone back to his regular position at the freight office, which will relieve Carl Cowan, who has been working in his place at the freight office.

H. M. Ferguson was the successful applicant to position of third trick towerman at Columbus.

Conductor J. G. Sanderson spent a few days in Muskogee, Okla., account sickness of his wife.

Miss Blanche Eicknell visited friends in Tulsa, Okla.

Engineer Clarence Ball, who has been ill for the past three weeks, has gone to the Frisco Hospital for treatment. He was accompanied by his wife and son Clarence.

Mrs. Jay Dalton, who was operated on in Springfield, Mo., is reported to be getting along very nicely. She is the mother of Jack Dalton, secretary to superintendent.

TRAFFIC DEPARTMENT KANSAS CITY, MO.

W. A. YOUNG, Reporter

The coming of spring has brought its annual crop of golfers. Allen Gobbie and C. Elmo Stephens played our first match games of the season Saturday afternoon. The game was called account of darkness, at the twelfth hole. The laurels went to "Steve", whose sparkling 108 was closely contested by Allen's 109. Allen's alibi was a new driver. "Steve" was frank to admit that it was the first time he had ever been able to keep count.

"Johnny" Sachen again finished "in the money" in a recent bowling tournament. It looks like it is becoming more and more difficult to keep the boy down.

"Bill" DeVeney is foregoing lunches until pay day. He spent his allowance attending the hockey games and his wife is teaching him a lesson in thrift.

A boll on R. A. Scott's neck is sufficient to restrain him from violent exercise. In fact, it causes him to appear rather quiet and subdued.

Mrs. H. B. Bradfield was called to our city recently by the death of her baby sister. We extend the family our sincere sympathy in their bereavement.

JOPLIN, MO.

R. C. FLETCHER, Reporter

Charlie Ferdien, section foreman, is back on the job, having been in the St. Louis Hospital the last week of March for treatment of an infected foot.

"Hank" Classen, bridge inspector, is a regular visitor around here now. We are always glad to see him.

W. B. Berry, master mechanic, Mr. Brandt, assistant master mechanic, and J. M. McCaffrey, general car foreman, were here March 20th.

Mr. Bert Queen, of the Johns-Manville Packing Company, was here on business on March 17th.

Mr. T. J. Sweeney, division accountant, of Fort Scott, and Mr. Al. Davison, traveling timekeeper of St. Louis, were visiting the roundhouse the last of March.

Mr. L. A. Henshaw, day yardmaster, was off a few days the first of April. Mr. Maxton acted in his place and "Dick" Harrison acted as night yardmaster.

With the new time table came several changes at the Sixth Street coach yards. Two coach cleaners were laid off. Mr. Bruton Boatright and Mr. Henry Woods, on account of having the diner and the St. Louis sleeper pulled off.

Mrs. Harry Martin, wife of Harry Martin, coach cleaner, went to Freeman Hospital for a major operation on the 18th of March. She was recovering nicely at last report.

Mr. Hammersly, of the fuel department in St. Louis, was here the first of April.

Frank Ellis, airbrake instructor, was here on April 11th. We are always glad to see Mr. Ellis.

Mr. Frank Lampton, of the Hunt-Spillier people, was here April 15.

Mr. Sharp, instructor for the Oxweld Company, was here qualifying operators at the roundhouse and Ruth Yards on April 12th.

The last meeting of the Ship by Rail Club was a big success. Even though it rained hard all evening, a good crowd was present. Maybe the covered dish luncheon the ladies served had something to do with it, for after all, the "shortest way to a man's heart is through his stomach." An enjoyable evening was spent by nearly seventy people.

Local No. 9 had its regular meeting the first Tuesday in April at the roundhouse.

Mr. U. G. Boyd, at the roundhouse, was off sick several days the first half of April. Jim Bryant, extra man, filled his place.

OFFICE OF GENERAL AGENT KANSAS CITY, MO.

MARK M. CASSIDY, Reporter

St. Patrick certainly wasn't looking out for the Irish on his birthday. The writer's home was burglarized by some "so and so" and clothing and jewelry taken. Bill Collins told me that any railroad clerk that owned more than one suit of clothes should be robbed, so I suppose I'm a real railroad clerk now.

Joe Nicholson and "Blackie" Carter, messengers, left the service of the Frisco the beginning of the month. Oscar Lehmer resigned on the 9th.

Dave Todd and Roger Illingsworth drove to Springfield, Mo., Sunday, April 12th. Roger called on Bonnie Malcolm while there and says that Bonnie is doing fine, in fact, he is beginning to like the town.

Ray Ruisinger has been working in the claim department the last few days. Camm Thomas is working Ray's job on the bill desk.

The balmy spring weather is causing everybody to wish that they were some place else. Everybody wants to travel, but it seems that Ray Ruisinger will be the only one to take advantage of that feeling. Ray will be off for Des Moines again shortly. This will probably be his last trip until June 2nd.

George Wilson is the proud daddy of a new seven and a half pound boy, born Sunday morning, April 12th. Both baby and mother are doing fine, and George is receiving congratulations.

Sorry to say that Oliver Winchell was bumped off the bill desk. Oliver went to the yards, but didn't stay long. He was bumped again, so he's back in the office again.

There is no welcome needed for Nick Fracul, Sunnysland Club president, who now works as timekeeper in this office. Nick's job at the yards was abolished recently, so he bumped Wagner.

And that puts Andy Kranichfield on the bill desk again, after an absence of over three years.

Ed. Cunningham is off with the flu.

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Joe Kramer has been batting for Ed. Hope to see Ed. back on the job shortly.

OFFICE OF SUPERINTENDENT TERMINALS, KANSAS CITY, MISSOURI

TOM KEHOE, Reporter

At last spring has arrived in all its glory. Along with other definite signs of spring, the arrival of blue birds, cherry blossoms and violets, we note that Mr. Morgan has cast aside his winter sweater. Mr. Fouts has donned his straw hat. Mr. Burch appeared in the yard proudly displaying his shirt sleeves and fancy suspenders, and the boys in the office are now working without the usual headgear. We all know that in the spring our thoughts turn to baseball, fishing, etc., etc., but let's all try to keep at least one eye wide open and on the alert for traffic tips and new business. We might go out for "spring football practice" in business, as it were, and "hold that line" by bringing business back to normal, thus preventing the necessity of further reduction in forces and perhaps cause the return of some of our fellow workers who have been cut off. It is true there is not the usual amount of business to be had, but we should strive to secure every ounce of it possible.

The office of superintendent terminals wishes to extend a cordial welcome to the 19th Street yard office gang upon their invasion of our once quiet "sanctum." The 19th Street yard office and the office of superintendent terminals were consolidated March 28, 1931.

Through the consolidation of the 19th Street yard office with the office of superintendent terminals, the position of yard clerk held by N. J. Fracul was abolished. Mr. Fracul bumped F. J. Wagner, timekeeper in general agent's office, thus

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causing the following changes: Mr. Wagner replaced Mr. C. E. Bobbitt; Mr. Bobbitt, Mr. A. P. Lankford, accountant; Mr. Lankford, A. H. Kranichfield, per diem clerk; Mr. Kranichfield, Ray Ruisinger, bill clerk; Mr. Ruisinger, O. R. Winchell, through billing clerk; Mr. Winchell, Mr. A. P. Christianson, yard clerk, who was put on the extra board. This proved to be sort of a "boomerang bump," starting and ending at the yard office.

We are proud to learn that the De Molay cross of honor was conferred upon Mr. James E. Harris at a session of The Grand Council of the Order of DeMolay, held in Washington, D. C., March 16 and 17, 1931. This distinction is bestowed only upon one who has served as a member of an Advisory Council, and it is the greatest honor that the Order can bestow upon Freemasons who are actively engaged in boys' work. Mr. Harris is yardmaster at Rosedale.

Mrs. Morgan, wife of assistant to superintendent terminals, recently suffered a two week's illness due to influenza. We are glad to hear that she is better, and hope she will soon be completely recovered.

George York, former switchman, died at his home, 109 Askew Avenue, Kansas City, Mo., 4:30 p. m., March 22, 1931. Office of superintendent terminals wishes to extend sincere sympathy to his family.

Mrs. H. J. Hoke and daughter Julie are spending a few days in Parsons, Kansas, with Mrs. Hoke's mother.

Mrs. V. A. Thomas is visiting relatives in Bloomington, Ill., in order to recuperate from a recent illness.

Mike Abiatti, who was working as B&B carpenter at Kansas City, took charge, April 7, of a gang of ten men at Farlington, Kansas, where they are making repairs to Spider Leg Bridge.

Mr. and Mrs. H. M. Hemminger announced the arrival on April 2 of a 7½ pound baby girl. We wish to congratulate the happy parents. Mr. Hemminger is switch foreman, Kansas City.

All ye baseball fans take notice: A baseball meeting was held on the evening of April 7 in the office of superintendent of terminals, with Mr. H. J. Hoke presiding. We were all justly proud of the showing made by the baseball team last year, and all indications are that the team will be strong. The team is worthy of our loyal support.

William J. Senden, switchman, was injured in an automobile accident while on his way home from work shortly after midnight, March 16. He has been in the St. Louis hospital since the accident. We wish him a speedy recovery and shall be glad to see him back on the job.

Ray Dickens, engineer, died Saturday evening, March 21, 1931, at the home of his sister. We wish to express our sympathy to his family.

Rex Moore, operator, OX office, was absent from work from March 18 to March 26, due to a severely infected finger. He is back on the job, but is still handicapped. During his absence Mr. Moore was relieved by Messrs. Vermillion and French.

Mr. C. L. Pender, traveling car service supervisor, Springfield, the last of the "flying squadron," was here the latter part of March checking over various reports.

We were pleased to have a visit from Mr. J. M. Flanigan, retired superintendent

of terminals. He was in our office on April 1.

N. A. Boalin, former section foreman, Section C-O, resigned April 4. Earl Snook was promoted to the position vacated by Mr. Boalin.

Walter Medlock, general foreman, and "Boots" Abercrombie, machinist, took the high honors in the doubles event of the Railroad Bowling Tournament, held in Kansas City, March 26, with a score of 1,297 pins. They received a \$50 prize and a gold medal.

When Jack Kalaher's position as yard clerk was abolished April 10, he bumped Ed Hickman, Eighth street industry clerk, and the following changes consequently took place: Ed Hickman displaced E. A. Hamilton as industry clerk at Armour's; Mr. Hamilton displaced C. C. Phillips as industry clerk, Twenty-ninth street; Mr. Phillips displaced H. H. Frie, yard clerk, Nineteenth street yard

The American National Bank

PARIS, TEXAS

Capital, Surplus and Undivided
Profits, \$350,000.00

FRISCO DEPOSITORY BANK

The Peoples Bank

of Springfield, Missouri

WE APPRECIATE
YOUR BUSINESS

OUR MOTTO

COURTESY, FAIRNESS AND
EFFICIENCY

**Large Enough
To Serve Any ...
Strong Enough
To Protect All**

**Mercantile-Commerce
Bank and Trust Company**

Locust - Eighth - St. Charles
St. Louis

Successful Banking ——— **SINCE 1873** ———

RESOURCES: Forty-one Million

THE FORT WORTH NATIONAL BANK

FRISCO DEPOSITARY

Main at Seventh Street

UNITED STATES DEPOSITARY

scale house; Mr. Frie displaced S. E. Yockey, who went to the extra board.

J. A. Beckford, passenger brakeman, has been off some time because of serious illness. We hope he will recover soon.

C. D. Malden, yard engineer, has been absent several days recently due to the serious illness of his sister.

V. A. Thomas' position as yard clerk, Centropolis, was abolished April 13, and the following changes resulted: Mr. Thomas displaced Mr. S. E. Burkett as train checker, Rosedale; Mr. Burkett displaced J. O. Turner as yard clerk, Rosedale; Mr. Turner displaced Mr. Winchell, who was placed on the extra board.

The following employees have been reported on the sick list: E. A. Fisher, passenger conductor; E. E. Bretz, passenger brakeman; E. E. Gillespie, engineer, and R. E. Alexander, engineer. We hope by now they are all completely recovered.

Ed. Hoyton, passenger engineer, returned to work recently after spending a month in California, where he reports having had a very pleasant time.

The Ladies' Auxiliary of the Sunnyside Club entertained the sterner members of the club with a card party on April 15. Good refreshments were served, consequently there was a large gathering, and all who attended spent a pleasant evening.

OFFICE DIVISION ACCOUNTANT FORT SCOTT, KAN.

VASHTI GRIMES, Reporter

Account completion report clerk's position being abolished April 1, R. G. Langston transferred to the valuation department, St. Louis. We were sorry to lose Bob and wish him best of luck in his new location.

C. W. Skates is with us again after an absence of several weeks.

E. F. McDonough, traveling joint facility accountant, Rock Island Lines, spent April 15, 16 and 17 in this office.

Vashti Grimes spent Easter Sunday with home folks in Memphis.

Glad to report Mrs. T. J. Sweeney able to return home from Cape Girardeau, Mo., after an illness of several weeks.

Eunice Hagerman is spending her leisure hours learning to ride horseback. From all reports, she will soon be an accomplished rider.

What could be more appetizing than a box of bon-bons? However, we might have known there was a trick in it after learning the purchaser's name and waking up to the fact that it was April 1. "We girls" were fortunate ?? in selecting the chocolate covered navy beans and shoe leather.

MAINTENANCE OF WAY DEPT. FORT SCOTT, KAN.

BERNICE HEINBACH, Reporter

Mr. Joe Marrett was assigned to position of section foreman on Section H-9 at Joplin, Missouri, on March 24.

Mr. Clarence Riddle was assigned to position of section foreman on Section F039 at Haverhill, Kansas, on March 30.

A concrete gang of ten men with Mike Abblatti as foreman was started to work April 4 on the Northern division.

Messrs. Bevans, Armstrong and Mel-

ton and two bridge inspectors, have been making the spring bridge inspection tour during this past month and expect to complete in the near future.

Mr. Elmer Hufft was assigned to position of section foreman on Section C-221½ at Arcadia, Kansas, bidding in from Section L-12 at Baxter Springs.

Mr. Gould Pratt was assigned to temporary vacancy on Section M-13 at Parsons, Kansas on March 30.

Mr. Harold Holcomb was assigned to position of section foreman on Section C-5 at Lenexa, Kansas, April 15.

Roadmaster Cooper has been doing roadbed work with the Jordan Spreader and getting ready to lay 110-pound rail on the Ash Grove sub-division.

Frank Jones, B&B clerk, has leased a plot of our right of way to plant his potato patch and in spading it up found it contained chert and clinders. We have been unable as yet to determine just what kind of potatoes grow best in this class of "soil."

Doc Schumaker, roadmasters' clerk, has been trying many and varied cures for a bad case of poison ivy he acquired while digging dandelions out of his front yard.

A. R. Chittenden, formerly of the Eastern division engineering department, accepted the position of frog repairer's helper on this division the first of April.

Noah Freese has been spading up the flower beds this week preparatory to beautifying the grounds around the station this summer and Frank Jones started the water running in the pool and with all these indications we are sure spring is here.

Miss Bernice Heinbach, stenographer in division engineer's office, spent Easter Sunday at her home in Neodesha.

TRANSPORTATION DEPARTMENT NORTHERN DIVISION NEODESHA, KANS.

MISS GLADYS ROTH, Reporter

Account having been bumped by Conductor T. M. Weldman on the Augusta switcher, Conductor Frank Venn is again working out of Neodesha in chain gang.

Section Foreman W. B. Parsons, wife and son, Devonne, of Severy, have returned from a two weeks' visit with relatives and friends in Pocatello, Idaho. Mr. Parsons was relieved by L. D. Logan of Mound Valley.

Operator J. A. Miller, Jr., and wife spent a few days the first part of April visiting relatives and friends in Fort Scott, Springfield, Webb City and Rolla. Extra Operator J. T. Marney relieved Miller during his absence.

R. M. Batterton worked a few days as dispatcher the first part of April, account Dispatcher H. M. Cloud having been appointed trainmaster at Hugo. Word received from Cloud would indicate he is well pleased with his new position and here's wishing him a lot of success. Might send us a few pictures of the proof of good fishing in that section of the country. How about it, H. M.?

Mr. L. B. Detmore of Cherryvale visited his daughter, Mrs. Mac Vanderhoff and family a few days during April.

Enthusiasm is waxing—we are going to have a Frisco ball team this summer—notice during the noon hour quite a lot of practicing being done and am sure

that before many days we will have a real ball team and expect to play quite a few games this summer.

Glad to advise that Brakeman R. D. Doty's mother, who resides at Joplin and who has been quite ill, is reported improved.

Mrs. C. S. Havens, wife of yardmaster, spent a few days in Oklahoma City recently visiting her sisters.

Yard Clerk Harry Owens has returned from a short visit with his mother at Everton, Mo.

OFFICE OF MASTER MECHANIC KANSAS CITY, MO.

LEOTA FRIEND and MARY DAILEY, Reporters

S. K. Wheeler, car inspector, Kansas City, spent several days during the middle of April at his home in Marysville, Kans.

Mrs. James Bruce, wife of boiler foreman, expects to leave May 1 for a visit with relatives in Hutchinson, Kansas.

Easter found Lucille Witter hunting eggs at Blackburn, Mo. From all evidence Lucille is not used to the country air, as she has been quite sick with a stubborn case of "flu," which she says she contracted while in the country.

Another proof of the ability of our Frisco bowlers: Walt Medlock and "Boots" Abercrombie wearing shiny gold medals, and flashing 25 bucks each, this, we'd have you know, is PRIZE MONEY won as first prize (tie) in the tournament of the Allied Railroad League held in Kansas City April 4. It was with much interest we noted a write-up in the Kansas City Journal Post sport page, recently of the record of our timekeeper, Bill Edwards, his father and three brothers, known in bowling circles as the "Flying Scotchmen." Our bowlers have now laid aside their bowling paraphernalia and have taken up the ball and bat, with which they are equally adept, and we have promise of some exciting games this season by our Frisco baseball team.

Mr. J. D. Heyburn, road foreman of equipment, Springfield, was a welcome visitor in our office April 9. Mr. Heyburn was in Kansas City on company business, also to visit with his daughter, Miss Raphael.

Mrs. A. Green of Downs, Kansas, vis-

FIRST NATIONAL BANK in Wichita WICHITA, KANSAS

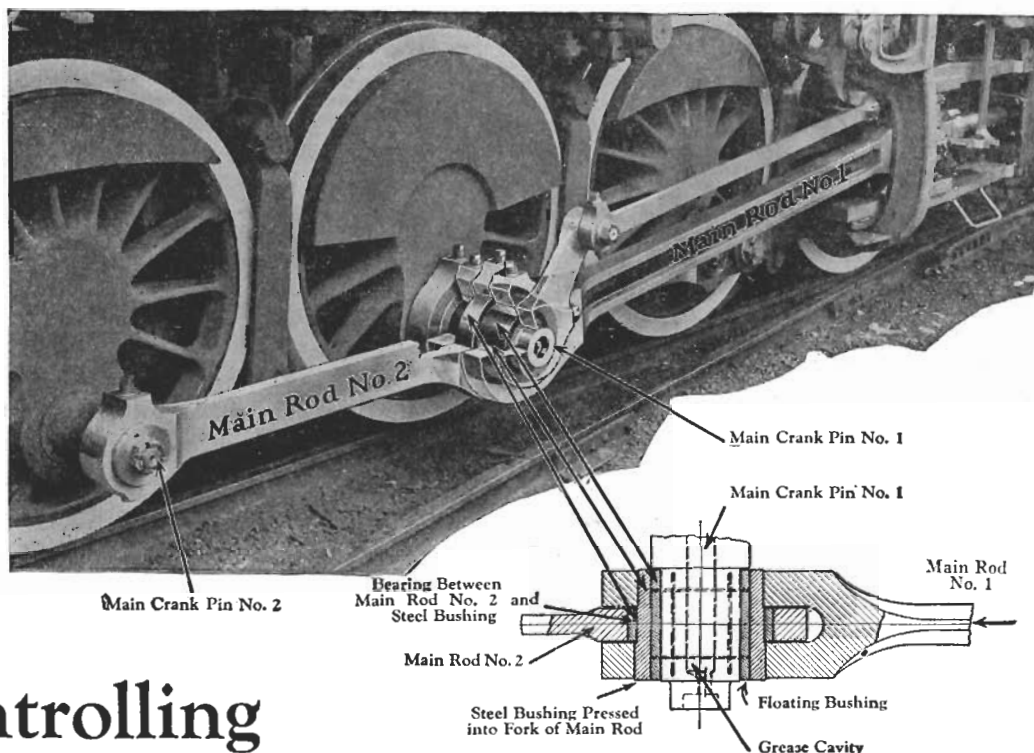
RESOURCES

\$20,000,000.00

FIRST NATIONAL BANK OF BIRMINGHAM, ALA. FRISCO DEPOSITORY

The Central National Bank •

OKMULGEE, OKLAHOMA
We appreciate your account.
Capital and Surplus \$350,000.00



Controlling Maintenance by Locomotive Design

THE control of locomotive maintenance with increasing weights and bearing pressures has given railroad executives considerable concern, and the Super-Power locomotive is now designed with due consideration for this factor in railroad costs.

The cost of running repairs is strongly influenced by the condition in which pins and bushings are maintained. Therefore, it has been no great surprise to find Super-Power locomotives recently built incorporating in their design the Tandem Main Rod Drive, and showing a substantial saving in maintenance as compared with the old form of drive.

Several years ago, designers recognized the fact that with the increase of power the customary arrangement of pins and rods had become inadequate to transmit the forces generated by the modern locomotives. Boiler pressures had substantially increased, the introduction of the Four-Wheel Trailing Truck had removed the limit on boiler capacity and one of the main problems of locomotive designers was that of transmitting to the driving wheels the power generated by the locomotive. Bearing pressures were growing too high and as they increased, maintenance kept pace. The high power of the modern locomotive, furthermore, caused the lengthening of main pins which, while it produced a greater bearing area, resulted in an undesirable overhang. To meet these conditions, the Tandem Main Rod Drive was developed. The principle is sim-

ple since it means that instead of the main pin transmitting all of the force, part of it is "by-passed" around the main pin to main crank pin No. 2 as shown in the above illustration. Thus, the Tandem Main Rod Drive distributes the piston thrust through

of main crank pin number 1 and a journal for the bearing of main rod number 2.

The thrust is transmitted directly to crank pin number 2 from main rod number 1 and not through main crank pin number 1. The main crank pin number 1 is hollow and serves as a grease cavity to supply lubrication for the floating bushing.

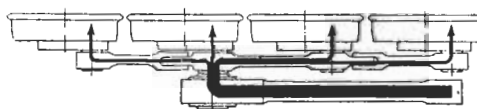
On an eight coupled engine, the Tandem Main Rod Drive transmits only 75 per cent of the piston thrust to main crank pin number 1 and 25 per cent to main crank pin number 2.

On a ten coupled engine, only 60 per cent of the piston thrust is distributed through main crank pin number 1, and 40 per cent through main crank pin number 2.

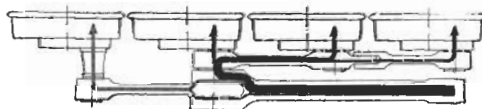
On a twelve coupled engine only 50 per cent of the piston thrust is transmitted to main crank pin number 1, and 50 per cent to main crank pin number 2.

Heretofore, in ordinary rod construction, the main crank pin has been the means of transmitting the full thrust of the piston to all driving axles, resulting in high bearing pressures. In the Tandem Main Rod Drive, this thrust is transmitted to the driving axles through two main crank pins, resulting in lower bearing pressures and reduced maintenance on all bearings.

When two driving axles are coupled up by means of the Tandem Main Rod Drive, it is obvious that slipping tendencies are materially reduced.



Old Type Rod Arrangement—8 Coupled



Tandem Main Rod Drive—8 Coupled

two axles and four outside main crank pins.

In effect, there are two main rods, one behind the other, connected to two main pins. Compared with the ordinary rod drive, work of the main pin is reduced 25 to 50 per cent and that of the middle connection from 33 to 60 per cent, dependent on the number of wheels involved, because the thrust is distributed directly to two main pins.

The back end of main rod number 1 has a forked end into which the front end of main rod number 2 fits.

The connection between the main rods numbers 1 and 2 consists of a solid steel bushing. This bushing acts as a retainer for the floating bushing

ited her parents, Mr. and Mrs. W. B. Berry April 6 and 7.

Mrs. Chas. Welch attended a birthday dinner party in honor of her father at St. Joseph, Missouri, April 12.

At the present writing our general foreman, W. M. Medlock is confined to St. Mary's Hospital with a complicated case of "flu." As would be expected, this was a very reluctant step on Walt's part and took the combined efforts of his family, physician and friends to get him to leave the job and go to bed. While it is pretty tough on his active and energetic disposition to be tied up as he is, we trust that by the time the Magazine leaves the press he will be back on the job 100 per cent.

Although stylists say skipper blue is the color this season, Agnes Lynch's Easter shopping consisted of a pink bonnet and coat, which by the way, was for the new namesake, Helen Bernadette Glenn, who arrived at the home of Agnes' sister in North Platte, Nebraska, a few days prior to Easter.

Signs of the times—Bill Edwards much subdued, Lee Taylor a wreath of smiles. Why? McCombs was re-elected mayor of Kansas City, Kansas. Bill is now studying politics with a vengeance and says, "Just wait, four years isn't such a long time off."

Much credit is due Mrs. Berry, president of the Ladies' Auxiliary to the Sunnyland club, for the success of the benefit card party given in the WBA club rooms the evening of April 16. If we're any judge of card parties we say this one was put over in grand style. This was the first evening affair of the Auxiliary and it is to be hoped there will be a repetition in the near future. And by the way, we might add, it seems that Mrs. Breedlove is still "bringing home the bacon," she having won table prize, also door prize, while Mr. Breedlove, like the rest of us, just sat in.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

W. A. BULLARD, Reporter

Mr. and Mrs. C. C. Ketchum visited Mr. Ketchum's mother at Sturgeon, Missouri, recently.

We are glad to report that Elmo Young, who was operated on for appendicitis at St. Mary's Hospital recently, is much improved.

Ralph Fyffe, division chairman, is the proud owner of a new Pontiac DeLuxe sedan. It is a beauty.

Mrs. Zora Sillman is at the present time visiting relatives in Oklahoma.

Mr. W. M. Medlock, our general foreman, who was operated on at St. Mary's Hospital for sinus trouble recently, is much improved. We hope to see him back soon, better than ever.

Ralph Anderson and family are visiting relatives in Illinois. We hope the weather man is as kind to them as he has been to us in Kansas City recently.

Mr. C. Ricard, who has been off work for quite some time on account of illness, has returned to work. We are all glad to see him back.

Mrs. Wm. Kessinger, wife of stationary engineer, spent several days visiting relatives in Little Rock, Arkansas recently. "Bill" said all he had to eat was ham and eggs.

George Rowe, who was called to South Dakota recently because of death, is back on the job. We wish to extend our sincere sympathy to him and his family in their bereavement.

Melvin McCready has just moved into a beautiful new home located at 3317 Spruce avenue, which he purchased recently.

The Ladies' Auxiliary of the Sunnyland Club held a very delightful card party on April 15 in the club rooms of the Women's Benefit Association at Hunter and Main. Very lovely table and door prizes were given to the lucky winners. Refreshments were

enjoyed late in the evening. Everyone there seemed to enjoy themselves thoroughly, and no one could complain about the number of people there.

On the night of April 16 the Frisco Local No. 4 gave a very enjoyable square dance at their lodge hall at Thirteenth and Troost avenue. Ice cream and cake were served in the basement, after which the dance continued. From the smiles on everybody's face they must have enjoyed the evening.

WICHITA, KANSAS

LOTA L. WILLIAMS, Reporter

May days, delightful days! The one time in the whole year when it is a pleasure to waken an hour earlier to see the world in the lovely light of early dawn.

Claude W. McGee, switchman, has heeded the urge to get out in the "great open spaces" and has purchased a suburban farm somewhere 'way up between the rivers.

Arso Allmond and Brakeman McCann are said to have been the earliest fishermen—all on one snowy day. Results not learned.

Frank Archer motored out to his favorite fishin' hole recently only to find it tagged and labeled "No Trespassing" and being made into a modern summer camp, with cabins an' all. He is now searching for new "hunting grounds."

J. S. Walker, storekeeper at Memphis, Tennessee, son of Engineer Walker of Wichita, who has been in Colorado for several months, passed through Wichita recently enroute to St. Louis. Mr. Walker is much improved in health, but has since returned to Colorado where he will remain for some time.

Mr. and Mrs. Geo. T. Nolley of Wichita took advantage of the Havana excursion, leaving here March 14, stopping enroute at Miami and Key West. Upon their return April 3 Mr. Nolley came to the office to tell of their very delightful trip and to say how pleased they were with Frisco service. Glad to have this expression of their appreciation.

Fred G. Cogsdell, conductor who was injured in accident on North End February 25, returned from the hospital April 16 much improved and expects to return to work in about ten days.

Mrs. C. S. Underwood, wife of traveling freight and passenger agent Underwood, and president of the Riverside Parent-Teachers' Association, recently attended state meeting of that organization at Ottawa, Kansas.

Mr. Brandt, assistant master mechanic at Monett, was in Wichita recently inspecting engines.

Mr. W. H. Bevans, superintendent, Fort Scott, Mr. E. E. Carter, assistant superintendent, Neodesha, and Mr. J. F. Cox, claim adjuster from Mr. McCormack's office, Springfield, were visitors at the office this month.

Mr. M. C. Shipley, conductor, is back on his run after vacationing in California. He reports a very enjoyable trip but prefers living in this part of the country.

More publicity for "Stormy" Stevens! He was recently quoted in "Usual and Unusual" column of local newspaper as stating that the reason there were not so many train wrecks as automobile accidents was because the engine

was not always over hugging the fireman, or words to that effect.

D. W. Frye, index clerk, is the newly elected secretary-treasurer of the Frisco Employees' Club, succeeding E. H. Humphrey who is now located at Cherryvale.

It may have been to save time, but Mr. H. A. Baker, soliciting freight and passenger agent, following his usual custom, parked his car parallel in the main thoroughfare east of the Union Station, only to find on his return that some ruthless driver, having no regard for his black and yellow sedan, had dented in the side of the car. Mr. Baker says it will cost forty or fifty dollars to have it repaired. We notice that he is now observing the regulation parking rules.

Rate Clerk W. R. Caskey and Mrs. Caskey recently had as visitors Mr. and Mrs. M. W. Caskey. Mr. Caskey is mechanical engineer with the Kansas City Southern.

Chief Clerk H. L. Byerly of the local freight office is still optimistic as to improvement of business conditions, calling attention to increase each month over previous month in the amount of business handled at the freight office, which is much appreciated by all concerned.

Mr. Willie Van Horn of the yard office is now driving a new Model A Ford sedan and says he will have no more of the dust from E. R. Johnson's Hup eight!

"Jack" Hanson, who handles the 9:50 a. m. yard job, is another who is putting mileage on a new car, his purchase being a Chevrolet sedan.

"Crummy" Hayes is greatly missed at the yard office. His friends report that he has gone to Hollywood to try out his talent as a comedian with Ben Turpin, and wish him all that's good.

Happy days are here again! The yard office force rejoice at the advent of warm weather—cause that ends hauling in coal for their hot blast, which keeps their little office hotter than hot.

North American Car Corporation

TANK CARS FOR LEASE

CAR REPAIRS OUR SPECIALTY

SHOPS

CHICAGO, ILL.
COFFEYVILLE, KANS.
WEST TULSA, OKLA.

CYRUS E. CLARK

Sole Leather, Harness Leather and
Shoe Findings
Railroad Leather a Specialty
414 N. Third St. ST. LOUIS, MO.

GENERAL OFFICE

327 South LaSalle Street
CHICAGO

WESTERN DIVISION

TRANSPORTATION DEPARTMENT ENID, OKLA.

CAMPBELL & HICKS, Reporters

Our news is rather varied this month, but after all just a cross section of life on any division or for any time.

First of all, we would like to announce the arrival of James Lee at the home of Mr. and Mrs. J. P. Sheets, Arkansas City, Kans., on March 29th. J. P. said he needed a golf caddy and he is now sitting on top of the world. Presume the young fellow will be a telegraph operator like his daddy, but at any rate, we offer congratulations and a long life for the youngster.

We extend our sympathy to Mrs. C. W. Thomas, wife of brakeman, on the loss of her brother, recently.

Mr. J. J. Mathes, lineman was married on March 28th to Miss Jessie Brown of Enid, Okla. Our best wishes for much happiness.

L. B. Lindley, agent at Ames, is laying off for about sixty days, spending the time at Fort Worth. J. P. Sheets is taking care of his station while he is away.

K. R. Stapleton, dispatcher, was called to Harrison, Ark., recently, on account of the death of his little niece, Betty Joe, 8 years of age, who succumbed to an attack of spinal meningitis. Besides her parents, two sisters and a brother, she leaves a host of aunts and uncles to mourn her untimely passing.

V. C. Hood bid in the second trick at Enid Tower, but before he could take over the job old man flu went to bat and counted him out for several days.

Miss Blanche Yowell, cashier at Covington, and her mother, are slowly recovering from serious injuries sustained when their car struck the side of a steel bridge near Wellington, Kans., April 3rd. They were on their way to spend Easter with their brother and son, when the accident occurred, and for a few days Mrs. Yowell's life was despaired of, however, we now understand they are progressing nicely on the road to recovery.

Miss Beatrice and J. F., Jr., daughter and son of Mr. J. F. Frazier, superintendent at Memphis, spent a few days visiting with friends in Enid, recently.

C. W. Thomas, brakeman, is now back at work, having been off for some time due to a very severe attack of pneumonia.

Mrs. Jas. A. Harter, wife of engineer, is recovering from an operation for acute appendicitis. Mrs. Harter was dangerously ill for few days, and we are very glad to note her recovery.

We extend our sincere sympathy to H. C. Hodges, brakeman, in the recent loss of his father.

Another wedding to report this month; M. F. Patterson, son of Mr. W. N. Patterson, roadmaster, and Mrs. Patterson, to Miss Mary Lee Adams, at Enid, March 15th. We extend our very best wishes for a long life full of happiness.

Herbert Foley, son of Mr. and Mrs. W. J. Foley, carried off state honors in the oration contest under the auspices of the Presbyterian Church in the meet held April 14th at El Reno.

Mr. Foley will represent the state in a district contest comprised of 10 southwestern states, winners to go to Pittsburg, Pa., on May 28th for the national contest.

Herbert is a senior of Enid high school and popular in school activities. He is president of the student body and also of the senior class, a member of the debate team and one of the high school orators.

TEXAS LINES

TRAFFIC DEPARTMENT FORT WORTH, TEXAS

CORYLYNE PLEDGE, Reporter

Rosemary Olive was a visitor to the office while on a recent week-end visit to her parents.

Harry Granger is all atwitter over the Arlons concert to be presented at Temple in the near future. Harry is one of the tenors in this male choral club.

FRISCO LINES shine very prominently on the new Henderson street underpass—and by the way, this underpass is certainly a big improvement to our fair city.

Texas and the Bluebonnets—two things in life really worth while. The great fields of these beautiful flowers are a sight that make your heart beat a little faster and your eyes open in wonder at the magnificence of Dame Nature at her best.

Little Miss Helen Jean Beal was a recent visitor to our office. This little lady, who is nine months old, is the daughter of our telegraph operator, and a very attractive young miss.

We have had an unusually heavy movement of cattle and sheep from off the FW&RG for the past ten days and account of the mildness of the past winter these animals have been kept in very good condition and have netted the raisers a very good price, which taken as a whole, tends to offset the depression that has been causing so many furrowed brows.

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

Mr. W. L. Miller, retired engineer of Sapulpa, Okla., spent several days here the first part of April visiting old friends. He had the passenger run from Sherman to Tulsa before his retirement. We were very glad to see him.

Mr. and Mrs. Joe Bryan visited relatives in Buffalo, Texas, April 3 and 4. Mrs. L. P. Dingle, wife of cellar packer, has returned from an extended visit with her sister in Los Angeles, Calif.

The store department is well represented at the Wilson N. Jones hospital at the present writing. E. E. Glascock and J. J. Fortner, section stockmen, are patients in that institution. We hope for them both a speedy recovery.

Miss Geneva Hardy, student at North Texas State Teacher's College of Denton, Texas, spent Easter with Miss Gerthal Guin, daughter of storekeeper K. P. Guin.

Dan Parrigan passed away April 16

ST. LOUIS TRUCK & MFG. CO.

Manufacturers of
"American" self-oiling steel trucks,
hand and trailer service, for railroad
platforms, warehouses, docks and industries.
3200 N. Hall St. St. Louis, Mo.

STEWART MACHINERY COMPANY

Buder Building,
St. Louis, Mo.
Deep Well Pumps—Steam and Centrifugal
Pumps—Steam Traps—Reducing Valves—
Ventilators

following a short illness of pneumonia. Mr. Parrigan worked in the shops here until a reduction in force a short time ago. This department extends sympathy to the bereaved family.

L. C. Fuller, general foreman, has returned to work following an operation, in which he was off three weeks.

Lee Klein, machinist, is a patient at the Wilson N. Jones hospital at present.

The Employees' Club held a meeting at the Chamber of Commerce rooms April 7, which was well attended. We enjoyed a splendid program which was followed by a talk by G. L. Oliver, traffic manager of Fort Worth.

An item of interest to baseball fans will be a game which was played here on the night of April 14 between the local telephone team and the House of David team. The House of David team won, the score being 9 to 1. The Frisco was represented on the telephone team as three of our ex-players, Harold Gardner, Clyde Aikens and Ned Thomas, were on the line-up. This was the first night game ever played in Sherman and was well attended.

V. P. & G. S. OFFICE—FT. WORTH

MARY BESS SMITH, Reporter

"Spring has Sprung" and among those to succumb have been Bob Beal, our little 100-pound operator and Vick Eastlake, 310-pound messenger boy, who, it is believed strayed off from an egg hunt, Easter Sunday, and were found by Messrs. R. R. Kingston, telegrapher-cashier, Brownwood and Howard Terhune, operator, Dublin, sitting on the creek bank "crawdadding." Although the "anglers" declared they had caught 126 crawdads, friends are lead to believe possibly they caught the same crawdads, throwing them back each time. (This should give us fishermen, who always let the big fish get away, an idea.)

Among the visitors to attend our last Frisco Employees' Club meeting, April 2nd were: Mrs. G. W. Jessup, wife of our agent at Comanche, and two daughters, who favored the club with saxophone and piano selections which were very enthusiastically received; Mr. G. H. McMurray, telegrapher-clerk, Dublin, and two young daughters.

Glad to report no one on the sick list at time of writing.

We were all indeed sorry to hear of the death of John Paul McKee, son of

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Mr. Lloyd McKee, one of our directors and a very prominent business man here.

Plans are being made for a Frisco Employees' Club Dance to be held at South Side Masonic Temple, May 7th.

Mrs. Rose Durrett and daughter, Doris Rose, mother and sister of Leda Belle Durrett, secretary to F. L. & D. claim agent, visited relatives and friends in Lubbock, Texas, recently.

Miss Katherine Bales of the treasurer's office had as her guest over the Easter holidays her brother, Mr. Max Bales, who is attending Oklahoma A. & M.

Mr. E. T. Beckley, son of Mr. G. G. Beckley, claim agent, spent Easter with his parents. Mr. Beckley is claim agent for the Texas Employees Insurance & Casualty Company of Houston, Texas.

A quite different and enjoyable feature of our program at last club meeting was the "Fencing Exhibition" put on by Raymond Dupree and his "Parrying" partners. Hope, if there are other employees with talent and ability, they will step up and take part on our programs the club holds monthly.

SOUTHERN DIVISION

JONESBORO TICKET OFFICE JONESBORO, ARK.

W. A. SANDERS, Reporter

O. S. Donaldson, agent, Hardy, Ark., has been laying off recently account receiving word his mother was very ill at Danville, Va. He was relieved by Extra Agent E. R. Billingsley.

C. R. Cole, bill clerk, was a recent visitor in Grubbs, Ark.

C. P. Jacobs, engineer, Jonesboro Yard, has left for St. Louis where he will enter Frisco Hospital for treatment.

J. W. Coleman, fireman, has bid in the passenger run between Thayer and Jonesboro. Trains 101-102.

George Barbee, conductor on 246-247, has been assigned to trains 101-102 as passenger conductor. Also R. H. Miller, brakeman, has bid in this run, too.

Pinky Whitby, brakeman, Thayer, took suddenly ill at Hoxie, Ark., on train 135. He was brought to Jonesboro, Ark., and was attended by Company Surgeon P. W. Lutterlough. At time of writing Whitby has left for the St. Louis hospital.

F. R. Finch, switchman, Jonesboro Yard, sustained slight injury while switching in yard, we understand not serious.

Jack Robb, engineer, trains 898-899, was off latter part of March account made his mileage. He was relieved by Engineer Welker from Chaffee.

Sam Newton, conductor, has bid in passenger run from Poplar Bluff to Hayti and has moved to Poplar Bluff. He was succeeded by Conductor E. P. Wilson on runs trains 898-899 out Jonesboro.

Wm. E. Stouffer, traveling passenger agent, C. B. & Q. Railroad Co., visited the Jonesboro ticket office April 3.

E. H. Trussell, conductor, is back on trains 247-246 account George Barbee assigned to passenger run.

Want all you agents and sectionmen

in the vicinity of Jonesboro to mail me any news about Frisco families or changes in positions so we may read more about ourselves. I like to read items of Frisco events and am sure you do, too, so all together we can have a big write-up.

AGENT'S OFFICE ALICEVILLE, ALA.

L. S. BROPHY, Reporter

John Meek, son of Operator Meek, who is attending College of the Ozarks at Clarksville, Ark., spent the Easter holidays with his parents.

We are very glad to report the complete recovery of Mrs. S. T. Meek, wife of the operator, who underwent an operation at Baptist hospital in Memphis during February.

Engineer B. M. Finley, who was regularly assigned Magnolia Aliceville local, has bid in turn in through freight and was relieved on local by Engineer Mart Kelly.

Mr. A. G. Anderson, Frisco agriculture agent, Atmore, was in Aliceville early part of April looking over our potato crop. We hope to move between 25 and 30 cars during June.

Fertilizer and soda movements from Pensacola and Mobile is on. At this time, however, the movement is lighter than last year.

Jim Bell, section foreman, Thorn Hill, has been bumped from that position and is now located at Aliceville.

WILLOW SPRINGS SUBDIVISION

J. L. SKAGGS, Reporter

Mr. C. W. Taggard, agent at Fordland for many years, was recently retired on pension. We all wish him a well earned rest and a lot of happiness.

Mr. J. R. Taggard, agent at Seymour, has been ill for some time. Better hurry back, Mr. Taggard, too much of that isn't good for one.

Jack Yocum of Mountain Grove was rewarded for his persistent efforts at solicitation. He has secured a movement of seed corn from Adrian, Mo., to various points in this territory. Good work, Jack, that's what makes the wheels go 'round.

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Haltom, G. W.....Ft. Worth, Texas

St. Charles Hotel

ONE BLOCK FROM DEPOT

E. G. GRAMLING, Owner and Proprietor

European Plan

CAPE GIRARDEAU, MISSOURI

Mr. L. E. Henry, formerly third trick man at West Plains, has been assigned to agency at Fordland. I dread to think of the petitions in bankruptcy the trucks in that locality will be filing.

We now have on bulletin the third trick at West Plains and the agency at Hunter, Mo. May the oldest and most competent be lucky.

Mr. J. C. Smalley, agent at Brandsville, reports the fruit crop is to reach carload proportions this year. Presume the situation will be about the same at Koshkonong. Wouldn't be a bad idea to start sewing that business up right now. These trucks aren't out to do us any good.

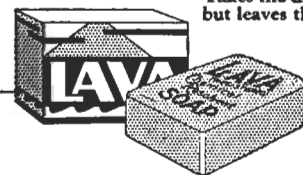


There's one thing we fellows who work with our hands are bound to agree on — Lava Soap is the quickest and kindest hand-cleaner that ever came to town.

It's the powdered Italian pumice in Lava Soap that does the dirt-disappearing trick like a magician.

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Wonder how many of you are checking the expense bills for short hauls when making them out? Wouldn't be a thing wrong with assigning that job to the fellow who expenses the freight bills at each station. Remember, when we handle a carload from a point on our line to another point on our line without getting all the haul, we don't get all the money. Will appreciate your sending me a copy of any expense bills you think are chances for more revenue and I will handle to conclusion and advise you results. Thanks.

BIRMINGHAM TERMINALS

NELLIE MCGOWEN, Reporter

Mrs. J. H. Anderson and two daughters, wife and daughters of revising clerk East Thomas, has returned from a visit with Mrs. Anderson's mother in Knoxville, Tenn.

E. M. Dick, switchman, who has been seriously ill at St. Vincent hospital where he was operated on for appendicitis, is now at home where he is slowly recovering.

Our sympathy is extended to Mrs. E. A. Teed in the death of her sister who died at her home in Ottawa, Ohio, on March 30. Mr. and Mrs. Teed attended the funeral in Ottawa.

Mrs. J. C. Welch and children, wife and children of yard clerk, is visiting in Miami, Fla.

Harve Antram, age 55, a veteran engineer of the Frisco, died at his residence in Birmingham on March 28. Mr. Antram is survived by his widow and one son. Sympathy is extended to the bereaved family.

Sympathy is also extended to Miss Eula Montgomery, stenographer in office superintendent terminals, in the death of her brother-in-law who died at his home in Asheville, Ala., on March 7.

W. A. Drago, general yardmaster, has returned from the Frisco hospital in St. Louis where he has been confined the past two weeks for treatment.

C. E. Welch, yard clerk and wife, spent the week-end with Mrs. Welch's parents in Amory, Miss.

Mrs. I. B. Holmes, wife of switchman, is critically ill with double pneumonia.

L. E. Crump, engineer, is visiting his sister in Florida.

R. E. Martin, switchman, is in Hot Springs, Ark., where he is taking treatment for rheumatism.

Mrs. I. B. Holmes, wife of switchman, died at a local infirmary Saturday night, April 11. Mrs. Holmes is survived by her husband, two daughters and one son. Funeral services were held at the East Lake Methodist church. Our sympathy is extended to Mr. Holmes and family.

OFFICE DIVISION ENGINEER MEMPHIS, TENN.

C. C. SICKLES, Reporter

Spring is here and all are glad. Baseball season opened April 14. Memphis team playing Little Rock. Several from the office attended this game but C. Blackwell and F. J. Walsh still maintain this game was not nearly so good as the one they attended the week before.

J. M. Van Dover, formerly of this office, was in town on April 3 and 4, preparing to move to St. Louis. Mr. Van Dover is now located with the Phillips Petroleum Corporation, with headquarters at St. Louis.

T. M. Capp spent Sunday, April 12 visiting friends in Memphis. He was on his way to Oklahoma City.

The C. M. Scott family spent April 4 and 5 in Springfield.

Pile Driver Foreman W. A. Chastain was called home last of March account serious illness of his little girl. Glad to report the baby is recovering nicely.

C. P. Hastings was appointed manager and wire chief of the Memphis relay office on March 17.

J. P. Bruton was in Eutaw, Alabama, recently arranging highway matters with the county judge.

L. E. Puckett of the Amory Sand and Gravel Company was a recent visitor in this office. Mr. Puckett formerly worked here.

Knox Blackwell, chief messenger, was off a few days account sickness and Frank O'Neill worked this job. Frank was former messenger.

J. M. Walker, former storekeeper at Yale, and who has been in the west for his health for the past several months, has now moved to Wichita.

We have been wondering just what was the occasion for the broad smile spread over Mr. R. E. Drake's face for

the past few weeks. On his recent visit he enlightened us of the cause—Little Misses Jeanne and Joyce Thane have come to make their home with Mr. Drake's daughter, Mrs. Thane of St. Louis.

J. R. Scott of Springfield, was in Memphis on March 24. His retirement does not keep Mr. Scott from coming to Memphis occasionally and we are always glad to have him come.

O. E. Haman, former rodman in this office, has secured position with Contractor Dan Crane and is stationed at Bald Knob.

Miss Betty Gray, Mrs. Scott and Betty Francis drove to Amory on March 20 to visit their brother, Al Harrison and family. A few days after their return Miss Gray left, driving to New York City.

S. J. Frazier and J. P. Bruton were in Jefferson City on March 25 to attend hearing before the Missouri Public Service Commission.

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I. C. ROWE - - Sec.-Treas.

A. R. FATHMAN - Vice-Pres.

G. M. HANSON, Asst. Sec.-Tr.

C. H. HOBBS - - Vice-Pres.

E. J. STOCKING - Sales Mgr.

We are sorry to learn of the resignation of General Foreman W. L. Eaves and Water Service Foreman W. B. Bailey on March 22. Former Bridge Inspector R. L. Redding has been appointed acting general foreman B&B and W. H. Pryor of Chaffee has been appointed water service foreman. We welcome both of these gentlemen to our office.

Miss Billie Bennett is back on the pay roll after an absence of some two months account force reduction and we are glad to see her back.

The Jordan Ditcher is now working on the Columbus and Pensacola Subs, at present cleaning ditches in vicinity of Allceville.

We are glad to learn of the recovery of Mrs. Curtis Blackwell, who has been seriously ill for several weeks.

A very close inspection of bridges and ties has been made the past two weeks. The inspection party is in charge of G. W. Koontz.

We have just learned of the resignation of another employee of many years with this company, George McCartney, of the water service department.

The Memphis Wrecking Company have started tearing down eight old buildings at Georgia and Kansas streets, Memphis. No doubt many of the old employees especially remember the old corner building at Georgia and Kansas.

MEMPHIS TERMINALS

N. A. WEAVER, Reporter

Our Frisco baseball team played the first official game of the season Sunday, April 12, and lost a hard-fought game to the Tennessee Towels by a count of 3 to 1. The local Frisco team is a member of the Gillette League this year and will play each Sunday at Hodges Field. J. V. Ware is manager and it is evident that he knows his baseball as well as bowling.

Miss Gladys Ann Irwin, steno-clerk in master mechanic's office, accompanied by her brother, drove to Tennessee Ridge, Tennessee, March 29, and was accompanied home on April 2 by her mother, who came to Memphis for eye treatment. Miss Irwin reports their motoring a little difficult while in the vicinity of Tennessee Ridge due to heavy rainfall swelling the small streams and making the highways temporarily impassable.

J. G. Quilett, secretary to master mechanic, is now the sole owner of a master six Buick.

We were glad to see Mr. E. E. McGuire, superintendent terminals, walk into the office on the morning of April 10, after having been absent several days undergoing an operation in a local hospital.

R. E. Laughter, switchman, was

called to Cleveland, Miss., on March 18, on account of illness of his sister, Mrs. C. M. Dyer. Mrs. R. E. Laughter, son James and daughter Louise are visiting Mrs. Laughter's brother, A. W. Henry, in Los Angeles.

J. L. Sullivan, switchman, recently suffered a painful injury to his right foot when he fell from a box car. We hope that he will soon be able to resume his duties.

Roy D. Farrar, former yard clerk, was a recent visitor in this office.

O. A. McGuire's little son, Jack Amory, age 5, of Tulsa, Oklahoma, is visiting his grandparents, Mr. and Mrs. E. E. McGuire. He will remain with them until about September.

M. K. Pace, trainmaster terminals, was off a few days recently, battling with an attack of the "flu" and sore throat. We are glad, however, that we can report him able to be out and back on the job at this time.

OFFICE DIVISION ACCOUNTANT MEMPHIS, TENN.

IONE SHEARIN, Reporter

Well, things certainly have changed since the last issue of our Magazine. The old office looks like it used to, all the desks now being filled.

Miss Ila Cook, Mr. E. G. Sperry, Mr. Ralph Stephens and Mr. W. R. McDonough reported for duty Thursday, April 16. We hope they will like Memphis as well as they did Chaffee and Fort Smith.

Sorry to lose Mr. H. A. Likins who has been transferred to the St. Louis office.

Mrs. R. W. Olney is spending the

month of April in Pensacola visiting relatives.

Mr. Joe Connelly was in the office a few days during the past month.

J. O. Hardin visited us the morning of April 16 before leaving for Springfield.

Mr. Purdy of the Illinois Central spent two days in the office.

Miss Julia Gossett was off three days account illness. Glad to report she is back at work and feeling fine.

Ione Shearin will leave for Birmingham April 26, having displaced the steno-clerk in the terminal accountant's office.

PENSACOLA, FLORIDA

GERTRUDE BAZZELL, Reporter

Meeting of the officials of the Pensacola Bay Bridge Corporation was held March 23, when it was definitely decided the opening of the \$2,500,000 bridge across Pensacola Bay would be held June 12 and 13, at which time the sound bridge and pleasure resort developments on Santa Rosa Island will be completed. Frisco officials attending this meeting were Mr. J. N. Cornatzer, Mr. W. S. Merchant, Mr. W. L. Huggins, Jr., of St. Louis, and Mr. W. H. Crow, Pensacola. The Frisco Railroad will handle two trainloads of visitors to the celebration.

We extend our sincere sympathy to T. O. Lutz, clerk, superintendent terminals office, in his recent bereavement.

Mrs. W. S. Merchant, wife of passenger traffic manager of St. Louis, visited with us for two days the latter part of March.

Harry Martin, who worked for two weeks on switching clerk's desk in

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BIRMINGHAM, ALABAMA

agent's office here, was called back to Memphis on timekeeping job. Adam Underwood, who was working as yard clerk, is now switching clerk, and E. C. Egger of Amory is yard clerk.

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Mrs. L. M. Cannon, wife of city ticket agent, just recently recovered from "flu."

Regret to report serious illness of Mrs. J. E. Springer's mother. Everyone hopes for a hasty convalescence. J. E. Springer has been transferred to Joplin, Mo. It is with a feeling of deep regret that we see him leave our community. He has the sincere best wishes of a host of friends in the Birmingham district for his success in his new position.

Fred D. Cross, chief clerk, spent the week-end on Warrior River and reports a delightful spring outing.

With the beginning of these balmy days comes the echoes of that old cry, "Play Ball." Birmingham opened the season with a battle against Nashville.

Mrs. Ethyl Chapman of Memphis, Tenn., is the guest of the writer.

Frisco Employees' Club will have a dance at Highland Park Club on May 5. It is expected they will have a large attendance.

Bonnie Chew is visiting friends in Athens, Ala., for a few days.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

John A. Ladd, L. W. Tankersley and R. D. Welch have been on the sick list recently.

Miss Mildred Estes, waybill checker, visited her sister in Birmingham week-end of March 28.

We were sorry to hear of the sudden death of Louis Hanover's father. Louis is a yard clerk but formerly worked in this office.

Mrs. Leon Rohrbaugh and young daughter, Elsie, family of assistant demurrage clerk, visited relatives in

Oklahoma City the latter part of March.

We certainly do miss Mr. E. W. Holcombe, who for 29 years was rate clerk in this office. He was pensioned April 1.

We are so glad to know that Mr. E. E. McGuire is able to be out again, he having had an emergency operation for appendicitis on March 31.

P. W. Ramsey, team track clerk, returned to work April 3 and hasn't missed a day since, which seems to indicate they fixed him up all right at the hospital in St. Louis.

F. C. Fryar and family, bill clerk, drove to Jonesboro night of April 4 to spend Easter with relatives.

Miss Ethel Copeland, comptometer operator, spent Easter with her mother in Springfield, Mo.

Miss Ila Cook of Chaffee spent the day here recently and we are so glad to see her looking so fine.

Glad to report John Edward Ives, young grandson of John A. Ladd, uncollected clerk, is recovering nicely from a mastoid operation on April 7, leaving the hospital April 13.

Mrs. Lella Lenihan, stenographer, returned to work April 16 after a two-week lay-off. Miss Faye Barbee, extra clerk, worked in her place.

T. E. Bagwell and family, assistant cashier, spent Sunday, April 12, in Tyrone, Ark., with his sister.

Congratulations are in order for Mr. T. H. Banister, who has been appointed traffic manager at Birmingham, and also to Mr. M. W. Dunkin, taking Mr. Banister's place as general agent here. We are so glad for them.

Mrs. Leon Rohrbaugh and daughter spent April 16 in St. Louis attending a wedding.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

Our best wishes go with Ted H. Banister, recently promoted to traffic manager, Birmingham, Alabama. We miss him. M. W. Dunkin, who succeeded Mr. Banister as general agent at Memphis, is welcome back home and is the recipient of many messages of congratulations from his friends.

Joe W. Mahanay, soliciting freight and passenger agent, has been serving on jury

several days. He is only locked up some times.

Since the change to such late hours of some of our passenger trains, Ford Miller and Hubert Hastings, serving in turns at the passenger station, belong to the night watchman's organization.

Allie Mae Speight, stenographer this office, and Mrs. Mary Elizabeth Lewis, of the Seaboard Air Line office, entertained in the home of Miss Speight, 1563 Poplar boulevard, Saturday night, April 11, honoring Mr. and Mrs. W. H. Fitzpatrick, who have returned to Memphis from Little Rock, Arkansas. To most of their friends they are "Fitz and Ann" and we are glad to have them back. Mr. Fitzpatrick is connected with the Seaboard Air Line at Memphis. The party was a great success.

Barney Hardy, messenger for this office, has just returned from a trip to Mexico. He accompanied a party searching for the new gold fields, but failed to bring back the nuggets he promised.

Stanfast Reg. U. S. Pat. Off. Spring Bands That Are Effecting Large Savings

RAILROADS using our STANFAST spring bands report a saving over the cost of manufacturing wrought iron bands in their own shops. Wrought iron bands crease in the corners; the iron is burnt in forging; they are not uniform in thickness, and there is considerable loss due to imperfect welds.

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STANFAST Bands— 70,000	36,000

We can effect a saving in manufacturing cost and insure long wearing bands that are free from failures.

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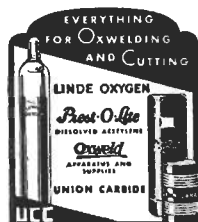
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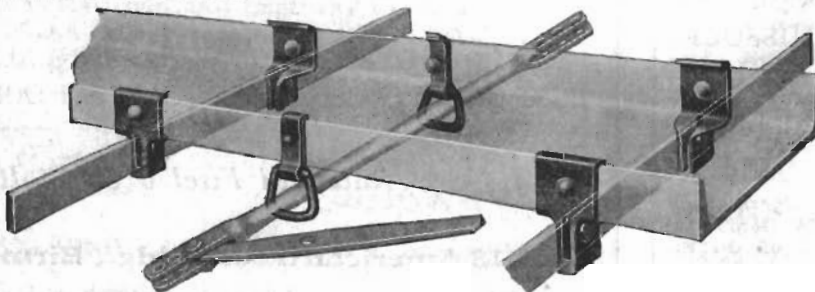
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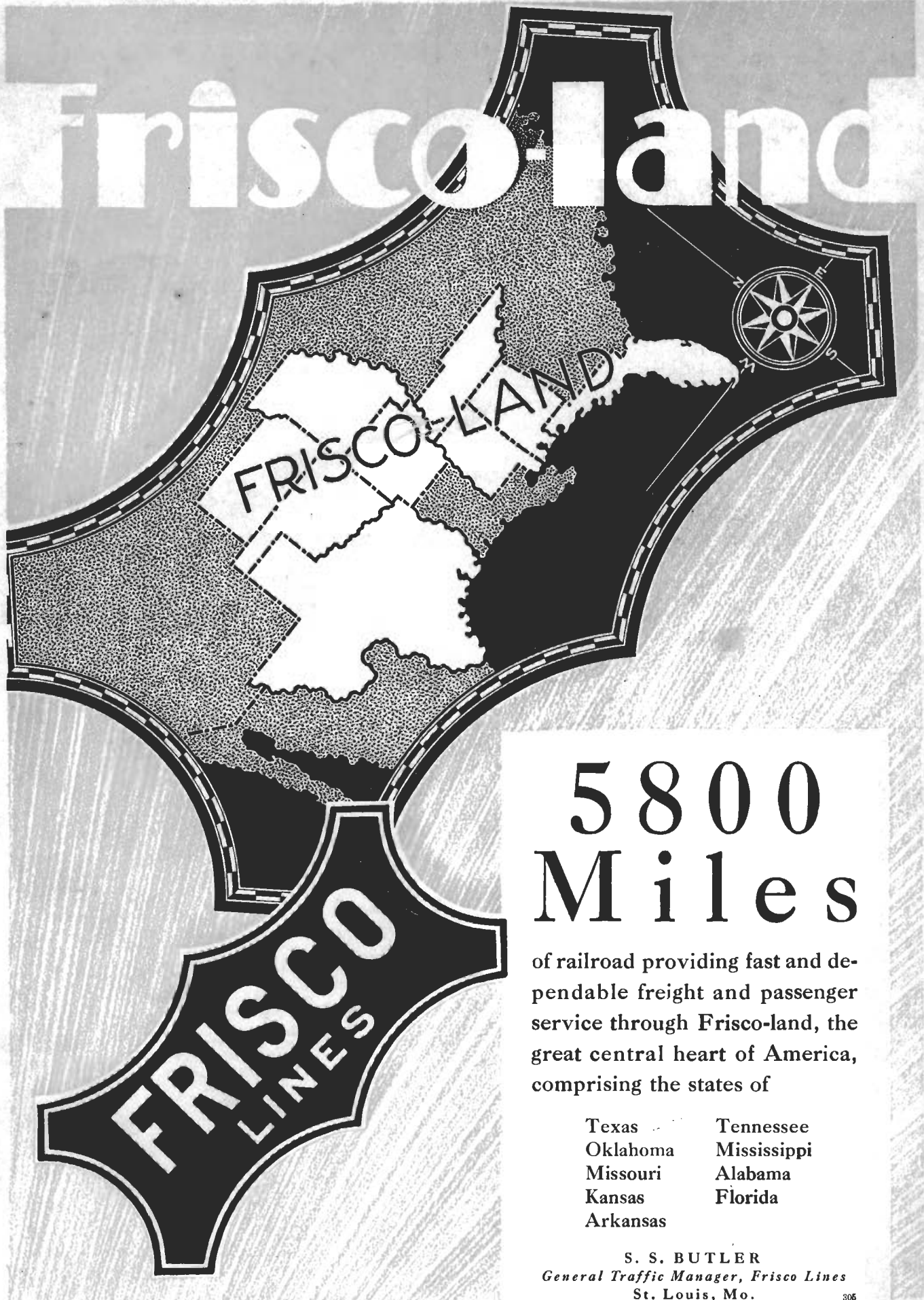
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