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THE FRISCO EMPLOYEES' MAGAZINE

JULY
1931

Vol. VIII
No. X



AN AVIATOR'S VIEW OF PENSACOLA'S
NEWEST BRIDGE DEVELOPMENT

(See Page 5)

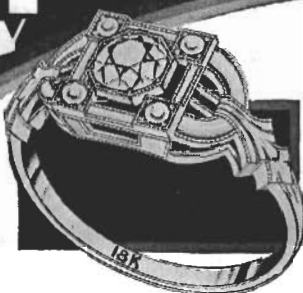


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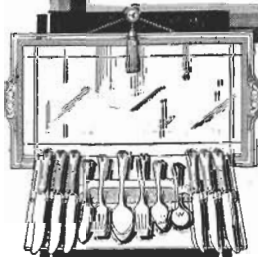
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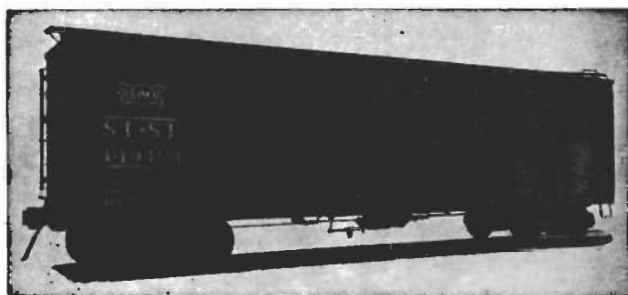
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Vol. VIII

JULY, 1931

No. 10

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Contents of This Issue

	Pages
Pensacola Bridge Dedication Attracts 20,000 People.....	4-5
General Grant Remembered at Holly Springs, Miss.....	6-7
Helen Fellows Is Woman Telegrapher at Newburg.....	8
Three Connell Brothers Serve at Dora, Ala.....	9
First Pensacola Tour Is Success.....	10
Conductor W. L. Heath Retires June 1.....	11
Snyder, Okla., Employees Entertain Shippers.....	12
News of the Frisco Clubs.....	14-21
Tulsa Entertains 2,800 Musicians May 21-23.....	22
Ft. Worth Boy Singers Use Frisco Enroute to Washington.....	23
Pat W. Conley Celebrates Fiftieth Wedding Anniversary.....	26
Herbert Foley of Enid Wins National Oratorical Contest.....	28
Frisco Passenger Trains 97.4 Per Cent On Time.....	29
Locomotive Fuel Performance Records.....	30-31
Pension Roll	32-33
Homemakers' Pages	34-35
The Twilight Hour.....	36
A Page of Praise from Frisco Friends.....	37
Flashes of Merriment.....	38
Frisco Mechanic	39-45
Frisco Family News.....	46-72

THE FRISCO EMPLOYEES' MAGAZINE

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

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

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MEMBER



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BRIDGE DEDICATION ATTRACTS 20,000

TWENTY thousand people from Alabama, Florida and Mississippi, with a generous sprinkling of business men and industrial leaders from Memphis, St. Louis and other mid-western cities, gathered in Pensacola, Florida, on June 12 and 13 to take part in the mammoth celebration arranged in honor of the official dedication of the three mile bridge across Pensacola Bay, another more than a mile in length across Santa Rosa Sound, and the opening of the luxurious \$150,000 Casino on Santa Rosa Island.

The grand opening climaxed a building project begun early in 1930, when a group of St. Louis, St. Paul and Minneapolis financiers decided on one of the most ambitious development programs of the depression days. Since the beginning of construction, 2,500 men have been on the pay rolls of the Pensacola Bridge Corporation, and today's completed development has been adjudged the finest in that section.

The celebration in honor of the project's completion began when the Frisco's "Sunnyland" came to a stop in Pensacola's station at noon of June 12. Officials of the railroad and business men from the central west who were aboard the train, were met by Pensacolians in their cars, and driven over the Pensacola Bridge, and Santa Rosa Sound Bridge to the Casino on Santa Rosa Island, where invited guests were entertained at a "stag day" pre-celebration, held one day in advance of the official opening of the development. As the party approached Pensacola Bridge over the newly completed approach road, they saw a tremendous structure of reinforced concrete three miles in length, containing 293 spans, and constructed at a cost of \$2,000,000. A navigation opening with an electrically operated draw-bridge with a clearance of 80 feet horizontal and 17 feet vertical, provides an opening for ocean-going craft at the approximate center of the bridge. A road has been constructed across the Peninsula from the end of Pensacola Bridge to the beginning of Santa Rosa Sound Bridge. The latter structure cost \$250,000 and is a creosote pile structure with a timber deck. Its length is 6,106 feet, and it, too, has a navigable opening of the swing type with the same clearance as the draw-bridge on the longer causeway.

The Casino on Santa Rosa Island

Pensacola is Host to Huge Throng June 12 and 13 —\$3,500,000 Project Opened to Public

is a splendid building of reinforced concrete and hollow tile structure with its floors elevated 18 feet above sea level. Its bath house accommodates 500 persons, its dining room 300, and its dance hall 200. A fishing pier 1,200 feet long is in process of completion, and reaches from the casino out into the gulf where water is 22 feet deep. The casino cost of construction was \$150,000.

These were the sights which greeted the eyes of the visitors to the pre-dedication party, and they provoked many remarks of amazement. Particularly gratified with the splendid project were Pensacola's citizens who had long wished for a bridge from the Peninsula to the city proper.

Tradition has it that Andrew Jackson in one of his attacks on the Spaniards at Pensacola, in advancing from the east, found himself at the end of Santa Rosa Peninsula wishing for a bridge to take him to the town across the bay. "Old Hickory" was disappointed, but a century later other bold minds saw the vision again and their courage and skill now have wrought it into reality. Among the early Pensacola pioneers of the project were Mitchell A. Touart, O. H. L. Wernicke, A. C. Blount, P. W. Reed, Max L. Bear, John W. Malone and J. S. Reese.

During the afternoon of June 12, the invited guests of the city and of the Pensacola Bridge Corporation, spent happy hours at the Casino, and many enjoyed a swim in the beautiful beach. Visitors who have spent summers on Atlantic and Pacific seacoasts, or upon the beaches of the great lakes resorts, were amazed at the clearness of the gulf waters and the whiteness of the gulf sands. Almost unanimously they pronounced it the most beautiful beach they had visited. Promptly at 7 o'clock the visitors, numbering 300, were served a bounteous banquet in the ball room of the Casino, and a short program of talks by Pensacola business men and backers of the project followed. An entertainment program of dances and boxing closed the pre-dedication ceremonies at midnight.

The official dedication began

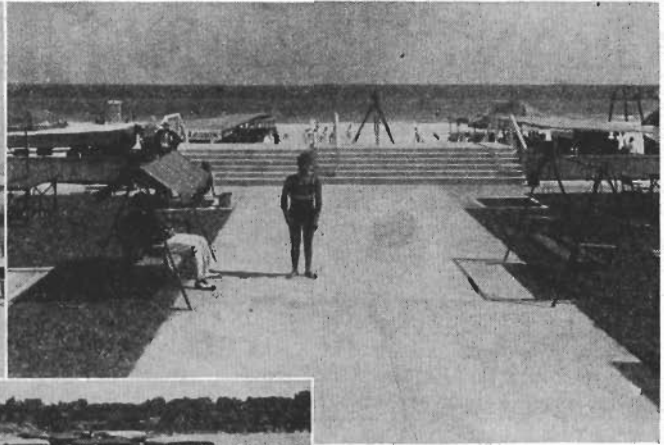
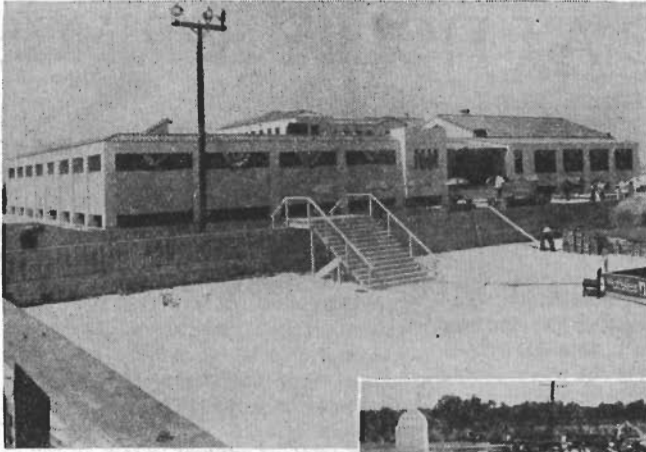
promptly at 9 o'clock the next morning, when one of Pensacola's famous parades marched down Palafox Street. Headed by the grand marshal, Mr. Julius F. Wernicke, son of one of the original sponsors of the bridge project, the parade contained bands and troops from the U. S. Army post, bands, bugle and drum corps and marching sailors from the Naval station, American Legion units, Spanish American War Veterans, Boy and Girl Scouts, fraternal and labor organizations, and dozens of private cars carrying officials and visitors.

When the parade reached the Pensacola end of the three mile bridge, it halted for the formal opening ceremony. Allan G. Siems, of St. Paul, president of the Pensacola Bridge Corporation, formally presented the bridge to Pensacola, and the Mayor of the city, Hon. Harvey Bayliss made formal acceptance. While a seventeen gun salute was being fired by the 13th Coast Artillery, and a squadron of airplanes from the Naval Air Station zoomed and dived over head, little Miss Patricia Ruth Patterson, 11-year-old daughter of R. G. Patterson, resident vice-president of the bridge corporation, cut a silver cord and the bridge was officially opened to the public.

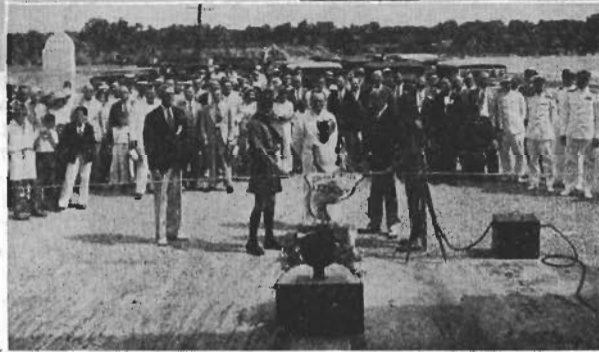
The parade then proceeded over the two bridges and to the casino on the island, where an all-day carnival, featuring all of Pensacola's many attractions, was given to the public.

First on the program was the official dedication ceremony at the Casino. Addresses were made by Secretary of State for Florida R. A. Gray, representing Governor Doyle Carlton, who was unable to attend; Major-General Lyttle Brown, chief of the U. S. Army Engineers, who spoke in behalf of Secretary of War Patrick Hurley; Cary D. Landis, attorney-general of Florida; Birch O. Mahaffey of St. Louis, one of the financial backers of the project, and A. C. Blount, president of Pensacola's Chamber of Commerce. Rear Admiral T. P. Magruder, commanding the Eighth Naval district of which Pensacola is a part, delivered the final address of the ceremony. Both the U. S. Naval Station and Thirteenth Coast Artillery Bands furnished music for the event, and Mr. J. E. Yonge presided as master of ceremonies.

After the ceremony the crowd, numbering many thousands of people, inspected the casino proper and soon



A view of the new Casino on Santa Rosa Island at Pensacola appears at left above. The locker rooms are in the left wing and the large ballroom is located at the right. A view of the gulf and beach down the cement walk from the Casino, appears at the right above. Life lines in the water forty feet from the shore guard against deep water, and a corps of life guards with life boats,



are constantly on duty. The center picture shows Miss Patricia Ruth Patterson just before she cut the silver cord, officially opening the bridge. Mayor Bayliss, of Pensacola, stands just behind her in a white suit. Allan G. Siems, president of the Pensacola Bridge Corporation, is at Mayor Bayliss' left, with naval officials and citizens of Pensacola in the background of the picture.

the surf was filled with shouting children and smiling grownups enjoying the cool waters of the Gulf of Mexico. A dinner was served in the Casino dining room at noon, and at 2 o'clock, a program of boat races began in Santa Rosa Sound, under the direction of R. G. Patterson, commodore of the Pensacola Yacht Club. Skippers from eight of the gulf coast yacht clubs competed with skippers from the Pensacola club and the Naval Air Station in a series of fish class sloop races. Later in the afternoon a program of motor boat races was run. Following these events a lull in the official program provided time for another plunge in the surf until dinner was served.

The night program was fully as thrilling as that of the daylight hours. An anti-aircraft battery from the coast artillery post at Fort Barrancas gave an exhibition of searchlight and anti-aircraft firing. Tracer bullets were used and the spectacle was of great interest to the throngs of witnesses. Following the gun fire, a huge display of fireworks consumed an hour and then the program brought most of the throng into the Casino or on its cooling verandas, where dancing continued until well past midnight.

Diner: "A cutlet, please, but not a large one."

Waiter: "Take a large one, sir. They are all very small."

THE FRONT COVER

A high-flying naval aviator and his cameraman took the remarkable view shown on the front cover, just before they headed out over Pensacola Bay for a bird's-eye view of the new project. Directly in the foreground is a view of Pensacola's waterfront, showing the approach to the new bridge. At the long bridge's distant end is the peninsula. Then the piling of the shorter bridge over Santa Rosa sound is dimly discernible beyond. A faint outline of the forty mile long island appears on the far horizon. The Casino, which was dedicated as a part of the lavish program in Pensacola, June 12 and 13, was erected on that part of the island which shows most plainly just beyond the line of piling. We are indebted to the United States Naval Air Station at Pensacola, and to Mr. R. G. Patterson, resident vice-president of the Pensacola Bridge Corporation for permission to publish this splendid air photograph.

WIN FLOWER PRIZES

Wives of Clinton employes took a great interest in the Spring Flower Show held at Clinton, Mo., on May 28th, and Mrs. W. W. Clark, wife of Conductor Clark won two first prizes with her Oriental Poppies and roses. Mrs. W. S. Knapp, wife of Engineer Knapp won three first prizes.

BEGIN GRAIN MOVEMENT

4,000 Cars Handling Bumper Crop on Frisco Lines

FRISCO Lines has completed storage of 4,000 grain cars to handle the exceptionally heavy wheat movement in its territory, and has materially increased car forces at Oklahoma and Kansas points to insure sufficient cars for shippers' demands, according to an announcement today from the Frisco's general offices here.

The Frisco expects an increase of 48,000,000 bushels over 1930 in the wheat producing states of Kansas, Oklahoma, Texas and Missouri, according to figures made available today by the agricultural department of Frisco Lines. Wheat estimates for these four states are; Kansas 170,000,000 bushels; Oklahoma 50,000,000 bushels; Texas 40,000,000 bushels and Missouri 23,000,000 bushels.

The Frisco expects to move approximately 18,500 cars of wheat during 1931, according to its estimate. All of this grain will be loaded on Frisco Lines and these figures do not include grain received from connections.

Wheat harvest in the Frisco's territory began in Texas, reached southern Oklahoma June 1st and gradually moved north, crossing the Kansas line about June 15th. Missouri's crop will be harvested in July.

GRANT REMEMBERED AT HOLLY SPRINGS

HOLLY SPRINGS, Miss., on the Frisco's Southern division, besides proudly boasting that it is ninety-five years old, has two buildings in its town of great historic importance. The two are the home occupied by General Ulysses S. Grant prior to his campaign against Vicksburg, and the palatial residence used as his office. Both are in a remarkable state of preservation, and their interiors hold furniture of the period of the war. They have lost none of their true old Southern heritage of hospitality, and to look at them from the street, is to wish for a view inside.

While these two homes, the Grant home, now occupied by Mrs. M. A. Greene, and the headquarters occupied by Mayor C. N. Dean and family, are perhaps the most historic, Holly Springs is generously supplied with old buildings which stood before the war, and still stand on their original foundations.

The Frisco Magazine is greatly indebted to John M. Mickel of the South Reporter for the story of Holly Springs and its historic background. Mr. Mickel was born in 1860, lived in Holly Springs during the Civil War, and is one of the few men in that city with dates and history at his command.

He tells of moneyed interests in Holly Springs which built at New Orleans, one of the largest iron works in the entire country at that time. Besides turning out ornamental iron fences for Holly Springs homes (many of them standing there in a fine state of preservation at this time), this plant made small arms and cannons, later to be used in the Civil War.

Holly Springs was the center of activities during Grant's campaign against Vicksburg, and he had accumulated at this point about \$2,000,000 worth of supplies. These supplies consisted of ammunition, flour, feed for stock, food for his men, clothing, etc.

The supplies were left in charge of a regiment of men, while General Grant went south toward Vicksburg. Mr. Mickel says that a Rebel spy from the ranks of Brigadier General Van Dorn received a meal in the home of his mother, while getting the lay of the land. And shortly after the main body of Grant's army had started their march toward Vicksburg, Van Dorn dashed into the town with his Cavalry troops. He could not remove all the

Union Army Commander's Headquarters Still Stand in Mississippi Town

supplies and so he burned them. The ammunition, stored in what is now the old Masonic Hall, was blown up.

General Van Dorn went to the home where General and Mrs. Grant were residing and entered the home, looking for important papers. A Mrs. Govan lived in the house at the time.



John M. Mickel (above) is a reporter on the "South Reporter," Holly Springs' newspaper, and gave the Magazine a great deal of the information in the accompanying story.

Van Dorn made a thorough search and finally came to Mrs. Grant's private bedroom. Mrs. Govan stood at the door and asked him as a gentleman, not to enter her private bedroom. He swept low in a Southern bow, left the home, returned to his troops and after burning all houses in which were stored Federal supplies, left town that afternoon.

Hearing of the great loss to his supply base, Grant then changed his plans and went down the Mississippi river. Memphis, Tenn., at that time was in the hands of the Federals and he made that his point of mobilization and moved by boats to Vicksburg where he inflicted a fatal blow to the Confederacy.

A great deal of the town of Holly Springs was destroyed by raids. All empty houses were burned by the

Federals. The east and north sides of the square, containing Federal supplies, were destroyed during Van Dorn's raid.

"This little incident might be interesting," Mr. Mickel said.

"Neither side, during the war, maintained a postoffice here. There was a small brick store on the corner named Simpson's store. Here the business folks collected. Two cracker boxes were placed here, one where the Confederate soldiers slipped letters in for the various families from the boys on the front and the other box was used by the families to place mail which they wished delivered to the boys on the front. Any soldier on leave would go to the cracker box and see if any of the mail was going to any buddy he knew and if so he would deliver it personally. He usually brought some in to deposit in the other box. It was rather a slow means of getting messages in and out, but those cracker boxes were never molested."

But Mr. Mickel says that the inhabitants of Holly Springs were thrifty and enterprising and after the war ended in 1865 they began to rebuild. Most of the destroyed buildings were rebuilt by 1870.

Another invasion, perhaps more deadly in loss of life than the war, occurred in 1878 when Holly Springs was devastated by a yellow fever epidemic. The population before the epidemic was approximately 2,500, and 500 were lost. Every available building in the town was given over to nursing cases, and from August 31 until November, Holly Springs citizens died by the hundreds. Yellow fever took its toll among the Mississippi Press Association members, taking its president, W. J. L. Holland, a resident of Holly Springs, and four other editors of the state.

The old home which the General and his wife occupied during the war is now the property of Mrs. M. A. Greene. It is a beautiful type of old southern architecture, wonderfully well preserved, and while the house has changed hands several times, it contains much of the original furniture there during Grant's time. Its ceilings are high, its walls thick, and it has the traditional long winding staircase and the long hallway to the front door. Three huge mirrors, extending from floor to ceiling, are among the most prized possessions.

The home which Grant used for his headquarters is now occupied by Mr.

and Mrs. C. N. Dean and Mr. Dean serves Holly Springs at this time as its mayor. The huge iron fence around this home was made in the iron works in Holly Springs and is of a most decorative design. This home is spacious and grand, replete with antique furniture of various periods and enhanced by gardens of old-fashioned flowers.

Holly Springs was surveyed in 1836, incorporated in 1837, and its population was mostly of the Anglo-Saxon and Scotch-Irish descent. While most of the early settlers came from Virginia, North Carolina and Georgia, there were a goodly number from the New England states. The town grew rapidly, and the people went about the erection of schools and churches in a most businesslike manner. Some of these old churches stand today, as they were originally built, their ivy-covered walls hiding the cracks which age has brought.

Three fine schools were built before the war, the Holly Springs Institute, the Franklin Female College and the St. Thomas Hall for boys. Some of the leading citizens of Holly Springs were cadets at the latter college, which was a military one, including Major General E. C. Walthall, of the Confederacy, later United States senator. During the war the city of Holly Springs furnished one Major General, about eight Brigadier Generals, a number of Colonels and Captains to the war.

Holly Springs claims some world-famous characters as its past citizens. Commodore Matthew F. Maury, who served with the old navy when war broke out and who went into the Confederate navy, made charts of navigation which are used at the present time the world around. Russia offered him a handsome fee after the war to come abroad and reorganize her navy. He often visited his sister, Mrs. Nancy Holland, who resided near Holly Springs.

Dr. J. H. Ingram, rector of Christ's Episcopal Church at Holly Springs, and the author of the famous books, "The Prince of the House of David" and "The Pillar of Fire," is buried in the cemetery at Holly Springs.

A. M. Clayton, lawyer of that city, later became Chief Justice of the Supreme Court of Mississippi; Roger Barton was the leading criminal lawyer of the state for many years, and Judge J. C. Trotter, later of the Supreme Court, was a resident of Holly Springs. Miss Kate Freeman Clark is a native of Holly Springs, and her painting, "A Summer Afternoon," is now on display in the Brooks Memorial Art Gallery at Memphis. She is an internationally known artist and has a representation of her work in the New York Public Library also.

The old court house in the center of the square which appears quite modern, is merely the old court house, with an addition, and contains the same material, beneath the new outside walls.

For all its modern improvements and its keeping abreast of the times, Holly Springs still follows and represents the agrarian traditions. Its people live, as all people must live, on and by the land. It is significant then, that a large state experimental station, established in 1904, is located there and its most notable success has been in reclaiming lands from erosion.

In its natural resources, in civic pride, in handsome buildings, in educational opportunities, in artistic and intellectual accomplishments, Holly Springs rests as readily on its worth today, as on its charming antiquity.

Below, at left, appears General Grant's residence in Holly Springs during the Civil War days, and at right is a view of the old home which served as his headquarters. Both pictures are recent ones, and the houses are practically the same today as they were in '61.

SAVING PER DIEM

When foreign equipment comes on Frisco Lines, tarrying "is what it does the least thing of" to express it as would an Octavus Roy Cohen character. The three cases which follow illustrate the interest that Frisco employees take in this important matter of saving per diem.

Car MP 94469, loaded with yellow pine lumber for a new high school building at Vanduser, Mo., was forwarded from Meridian, Miss., via the Y. & M. V. on May 30 and arrived in Memphis May 31. At that point it was delivered to Frisco Lines and left there in train 832 the morning of June 1. It was put in train 851 from Hayti on the same morning, arriving in Vanduser at 9:50 a. m., and spotted for unloading shortly after. It was released at 9:00 o'clock the next morning and delivered empty to the Missouri Pacific at Morley by train 854 the same day. Among those responsible for this speedy handling was B. R. Hargrove, agent at Vanduser, who took pains to see that the car did not remain long at his station.

The second instance occurred at Prairie Grove, Ark., where Maurice Buttram is agent. Car ATSF 26743, loaded with flour and feed consigned to the Prairie Grove Milling Company, arrived there in train 757 at 11:50 a. m., May 29. The car was spotted and unloaded by 3:30 p. m. and was moved out empty in train 756 at 10:00 p. m. on the same day it was received.

The handling of Car CMSTP 716955, loaded with crackers for the National Biscuit Company at Wichita, is the third example. This car was received at Wichita at 2:25 a. m., June 11, and went around the horn to the hole track. It was spotted, unloaded and later switched out and brought back to the yard, moving out empty in train 332 at 5:30 p. m. on the same day it was received. According to J. H. Doggrell, superintendent of transportation, this was exceptionally good handling.



WOMAN TELEGRAPHER AT NEWBURG

NEWBURG, MO., one of the important division points on the Frisco's Eastern division, boasts of having as one of its employes, and its only girl employe, Miss Helen Fellows, woman telegraph operator. She is one of the most competent women operators to be found on Frisco Lines today and one of the few now employed in that capacity. She works from midnight until 8 o'clock in the morning.

Miss Fellows lives with her father and mother at Newburg, where her father is division storekeeper. Her brother, Don Fellows, is the Frisco's florist at Springfield, Mo. The reporter found her preparing for her night's work, and while she feels that she had done nothing unusual, the nature of her work is of interest to not only Frisco employes, but outsiders, as well.

Her years of service number sixteen, and during that time she has thoroughly proven her ability. She was employed in the office of the car accountant at Springfield in 1916, and in 1917, when the telegraph school for girls was inaugurated to train girls as operators to take the place of the boys who had to go to war, she enrolled there. She says that her reason for taking the course was purely a patriotic one, but it finally proved to be so fascinating that she chose telegraphy as a profession.

Eighty girls were enlisted in the first school, but many of them dropped out after the first few lessons. After three or four months a few outsiders were taken in who paid for their tuition, in the hope of being placed after the Frisco girls had had the preference of the positions. H. D. Teed was then superintendent of telegraph and J. H. Brennan, now superintendent of telegraph, was his assistant. A. B. Sherwood, now wire chief, held that same position at that time, and the three of them undertook to train the class of girls.

After studying from May until November of 1917, she received her first appointment and left to take the third shift operator's position at Franks, Mo.

"I remember Mr. Brennan went there with me the first night, for which I was most grateful. Before we went, he tried in every way to tell me that living conditions would not be as nice as they were at home and that there were only about six houses in Franks, and I would have to be really interested in my work to stay. Well, when we got there there were three

Miss Helen Fellows Handles "Graveyard" Trick at Key—Has 16 Years Service



HELEN FELLOWS

houses, counting the section house. I remember that night distinctly and I also remember the morning sunrise and I wrote home that I had never seen anything so beautiful in all my life. There wasn't anything to obstruct the view," she said.

And here her mother interrupted by saying that she probably thought the sunrise more beautiful because it meant that the first trying night was over.

"I really enjoyed my stay there and I remember the first week I bought the store out of candy. They didn't have such a big supply, but I finally got down to eating Baker's chocolate.

"I stayed there one month and three days and got bumped. Then I went to Northview, Mo., for a month; to Marshfield, Mo., for a month, then to Dixon for a month. All my service has been on the Eastern division. And all these positions were as extra operator. My first regular job was at Eureka, Mo., where I remained from February to June, and then went to Valley Park. At the latter point I was bumped by a wounded soldier who had returned and so I went to Sullivan, Mo., and I was at that point when the Armistice was signed. I also worked at Richland, Brookline,

Moselle and finally came to Newburg in 1923, where I have remained."

Her duties consist of copying orders, clearing trains, copying and sending messages, and lately she has been assisting in the selling of tickets. The crews get their running orders at Newburg, and there are none of the passenger men with whom she is not acquainted, and but few of the freight men.

She says that her most exciting experience came while she was at Moselle. An embargo had been placed on a number of loaded cars of freight which were on the siding, and several times they had been broken into, but they were unable to apprehend the thieves. One night about 11:00 o'clock a young boy of the town came to her and told her that a car without headlights had been going up and down past the station for some time. She said that when the operator came to relieve her at midnight that she would see if there had been any trouble up that way, for the relieving operator lived near the siding. No trouble was reported when the operator arrived, but within a short time the agent came to the station and reported that they were into the cars. He phoned the special agent and they went to the one road leading from town and piled ties in the center and on the sides to make it impassable. Then with guns they went up to the cars. The thieves got away in their automobile, but when they came to the ties, abandoned the machine and one of them was captured that night and the other three later. It happened that the gang was well known around St. Louis and the career of Rhinehart, the man captured the first night, had been written up in the St. Louis papers.

They brought him to the office and tied him to a chair, and Miss Fellows had to carry on her work at the telegraph key amid the turmoil.

The next night was even more exciting, for they brought the stolen goods into the office and left her alone with it. The balance of the robbers had not been caught at that time, and she feared they would return for the loot. But with a trusty automatic by her side she finished her work and later, to her relief, found they had all been rounded up.

It seems that the love of flowers is a common one in the Fellows family, and Helen Fellows claims it

(Now turn to Page 21, please)

THREE CONNELL BROS. AT DORA, ALA.

ALL Southern division employees associate the Connell brothers and Dora, Ala., as synonymous. The three brothers, R. J. Connell, agent-yardmaster, W. G. Connell, engineer, and Ralph Connell, conductor, have a combined service of seventy-one years with Frisco Lines. None of them has ever worked for another concern, and until a year ago all of them lived at Dora. W. G. Connell, the engineer, moved to Birmingham, but his run takes him through Dora each day and the three families arrange dinners together at frequent intervals.

The three brothers, T. J., Ralph and W. G., came to Dora in 1907. Their father was a carpenter by trade, but the Frisco railroad, which ran its trains through the little town every day, held a fascination for them. It was only natural that when the age of "getting a job" came, they would seek the Frisco as their employer.

And the Frisco hired them, and has hired them since they first made application. To get one of them to leave its employ, would be as useless as to expect a train to run without a locomotive, their friends say.

R. J. Connell is the agent and yardmaster at Dora. He began his service on November 26, 1910. He first served in the capacity of yard clerk, then as warehouse clerk, bill clerk, cashier, and finally took the position of agent-yardmaster in 1917. In his twenty-one years of service, he has considered the tasks which were his duty to perform for his company, as his own. He is subject to call twenty-four hours a day, and in the old days of twenty years back, he was called out of bed at all hours of the night on emergency work.

Mr. and Mrs. Connell have two children, Tom, age 13, and Jane, age 10. Mr. Connell is planning to place his son in military college, and send his daughter to college when she has completed her high school work at Dora. Mrs. Connell also claims to be a member of the Frisco family, other than through her marriage to Mr. Connell. Her father, J. M. Cranford, surveyed the Frisco's Southern

Since 1907 They Have Handled Frisco Work on Southern Division

division when it was being built to Birmingham in 1884.

W. G. Connell, the engineer, began his service only about a month later than his brother, on December 24, 1906, in the capacity of a fireman. Six years later he was promoted to the position of engineer, on April 26, 1912, and a year ago he moved with his family to Birmingham and now runs out of Birmingham on the freight pool, to Amory.

"In my capacity as engineer," he

he made as conductor and he remembers that he was very nervous and scared, and he says "there isn't any use expressing it any other way."

In talking over the days when he first began his railroad career he claims the message he received while on the line one day with a crippled engine was the most humorous. He had walked to a little station near Crews, Ala., to report the trouble and received the following wire: "Go back to Crews. Kill your engine yourself and crew deadhead to Amory on 104." The absence of periods and commas gave the message several meanings.

The Connell brothers have two sisters and two half sisters, one of them, Mrs. G. Richardson, is the wife of the Frisco agent at Empire, Ala., and the second is the wife of an express company official.

Each of the brothers declare that their service with the Frisco has been most pleasant and that they do not regret their choice of a lifetime profession.

All three of them are very interested in their flower gardens. The home of the agent is located in a profusion of rose bushes, lilacs, honeysuckle and snowball trees. And flowers, no matter what kind,

seem to grow for all of them and there is a good natured rivalry existing which only makes for better gardens in Dora and Birmingham.

The Connells all take an active interest in community affairs, and Mrs. R. J. Connell was called to the phone the day the interview was secured and informed that she had been elected president of the Parent-Teachers' Association of Dora, Ala.

"I don't know whether I can handle that big job or not," she said. But the members of the Association promised her all the support that she could desire, and they realized her resourcefulness, her energy and her initiative as fundamental essentials to the office of president.

The Veterans' Reunion at Springfield is not only a meeting for the veterans, but sometimes Frisco families make it a reunion for the family. This is what the Connell Brothers intend to do this year.



The Connell brothers, left to right: R. J. Connell, agent-yardmaster; Ralph Connell, conductor, and W. G. Connell, engineer.

said, "I notice a great change in the hours on the road. I remember my third trip out on the road was twenty-seven long hours. Now I am not on the engine more than eight or nine hours."

"Give up railroading?" he said. "Well, I wouldn't know what to do."

Mr. and Mrs. W. G. Connell are located in a lovely little home in Birmingham. Their two daughters and one son are in school, and the son is particularly interested in athletics and has planned a professional baseball career.

Ralph Connell, the third brother, is a conductor out of Dora on freight runs and also an extra passenger conductor. He started his service in February, 1906, as a brakeman. He was promoted to the position of conductor in September, 1910, and before he was twenty-one years of age. He is on the Dora-Empire branch. He remembers distinctly the first trip

FIRST PENSACOLA TOUR IS SUCCESS

THE thirty-eight persons who recently returned from the first of the Frisco Lines All-Expense Educational Tours to Florida are going about their everyday lives with a tendency to stop and gaze retrospectively into space, for before their minds' eyes is flashing a cinema of scenes which were permanently etched upon their memories during five glorious days in Pensacola.

What scenes! Swimming parties at beaches where sand is white as snow. Boat trips on the cool, blue waters of Pensacola Bay. Thrilling swims out into the Gulf of Mexico to meet tall combers as they rolled in from afar. Motor trips through beautiful Pensacola with its mission style architecture, magnolia trees and clusters of hydrangeas, and out over paved highways into the surrounding country with arresting views of the Bay and Gulf, red hills, towering cliffs, and bayous bordered with pine forests. Charming, hospitable people who proffered their city's best in delightful, soft, truly Southern voices. Trips to historic and modern fortifications and to the Naval Air Training Station where the air is filled with droning planes. Large ocean-going ships and deep sea fishing.

Such memories are crowding everyday reality from the mind of each one who made the tour. From the beginning it was a trip which packed thrill upon thrill. The party left Springfield at 3:40 p. m., June 6. The mayor of the city, T. H. Gideon, came to the station to see the group off and made a brief speech, sending his best wishes with the tour. After posing for newspaper pictures, the party boarded its Pullman, the "Rockdale," and was off, down across the green foliaged Ozarks. E. D. Chaudet, passenger agent for Frisco

Thirty-eight Persons Occupy Pullman to Florida on All-Expense Basis

Lines at Springfield, accompanied them as far as Memphis, and L. D. Tully of the dining car service went all the way to Pensacola to supervise

their nostrils and nearly all spent the morning reveling in the novel sights from the car windows, pickaninnies waving from cabins, cypress swamps, hanging Spanish moss, palmettos and many varieties of brilliantly colored flowers.

Shortly before arrival in Pensacola at 12:55 p. m., lunch was served.

"Pensacola," "Pensacola," called the porter through the car. Excited, last minute preparations for leaving the train, and the party stepped off into what proved to be a veritable wonderland of beauty and recreation.

A large group of Pensacola citizens met them at the station with automobiles. C. W. Miller, affable Frisco agent, was among the first to look after the party's wants, guiding them to automobiles and answering thousands of questions.

Straight from the Frisco station the group went to Pensacola dock to witness yacht races staged by the Pensacola Yacht Club. Truly, it was a striking introduction to Pensacola to stand on the dock and see the graceful racing sloops tacking and speeding on the turquoise bay, their white sails bellying in the cool breeze. Here at the dock, several were for the first time at a point where "men go down to the sea in ships," and following the races, they made first hand inspections of the large ocean-going vessels anchored there.

From the dock the party went to Sanders Beach for the first swim. That evening they were served delicious fresh sea foods at the George P. Ruppenthal Cafeteria. They were served breakfast and lunch there during the entire visit. Dinners were served by ladies of the Episcopal church.

Bright and early the second morning the group again assembled at the

(Now turn to Page 13, please)



Members of the Frisco Lines Educational Tour found a wide variety of recreation in Pensacola, Fla. The lads in the photograph at the upper left have just returned from a trip on the Bay and are posing with some of the deep sea fish taken from the waters near Pensacola. The photograph at the upper right shows a group of fair bathers just returning from a swim at Sanders Beach. Below, members of the party are snapped with one of the historic guns found in the Pensacola plaza.

the meals.

"Uncle Charlie" Baltzell, official host, lost no time in proving himself a genial one. Throughout the tour, it was the most congenial of parties. The train reached Memphis at 10:50 p. m. and departed a few minutes later.

Members of the party awoke at breakfast time with the pungent fragrance of Southern pine forests in

CONDUCTOR W. L. HEATH RETIRES JUNE 1

A NY railroad man will tell you that this business of railroading gets into a fellow's blood. No other occupation has any appeal, once he has felt the thrill of a night run from terminal to terminal on a fast passenger train.

When the Frisco's Meteor, crack train between Oklahoma City and St. Louis pulled into the Union Station at St. Louis on the morning of Sunday, May 31st, Conductor W. L. Heath got off the last car, his face wreathed in smiles. Perhaps the smiles were hiding his real feeling of regret at that moment, for he had brought his last train into the terminal. It was his last run. He was henceforth to be known as a pensioned conductor, honorably retired from service at the age of seventy years, according to Frisco rules.

While his service with Frisco Lines only totals 31 years and six months, he had a service record of 22 years and five months with the Burlington Railroad before coming with the Frisco, totaling 54 years of service in the railroad game.

Mrs. Heath, who has performed her tasks as a true mother and wife of this railroad man, made the last trip into St. Louis with him and upon the arrival of the train, they were greeted by two of their sons, their three grandchildren and other relatives.

Since his retirement, Mr. Heath has begun to get acquainted with a life of leisure. He owns a delightful home in Webster Groves, Mo., a suburb of St. Louis, and here he plans to take over the many household tasks, repair jobs, and qualify for the title of a general "all-around worker".

Mr. Heath was born in Muncie, Ind., May 14, 1861. His father was a school teacher there, and later came to Missouri and operated general stores at Linneus, Laclede and Brookfield. During the father's latter life

Widely Known President of Veteran's Association Completes 54 Years of Rail Service

he moved to Colorado, where he was elected to the Legislature and was the "Father" of Women's Suffrage in Colorado. This state was the second

and Mr. Heath hired out as a news agent on a Burlington train between Laclede, Mo., and Burlington, Iowa, having a brakeman's job in mind. After two months as a news agent, he got the brakeman's position and served in that capacity five years.

He was promoted to freight conductor April 25, 1882. His promotion to passenger conductor came in 1886, on the St. Louis, Keokuk & Northwestern, known as the "K" line. Just prior to coming to the Frisco he served the Alton Bridge Company, and the Hannibal & St. Joe and Burlington Lines.

He made his first trip on the Frisco as conductor on December 17, 1899.

Those were the days of coal oil lighted equipment, and Mr. Heath says he has worked more days in his first service of 18 hours, than he did of 12 hour days. He recalls distinctly the days of the hand brake, and coaches lighted with candles. The brakes were oiled like the engineer oils his engines, and the little old locomotives which pulled the old Frisco cars were indeed small, compared to the modern power.

Between 1918 and 1923, Mr. Heath gave up his run to serve as

Chairman of the General Committee of Adjustment for the Frisco Conductors, and again resumed his conductor's duties in 1923.

He has had a number of vacations during this time, but he says he has always been glad to return to work. He is a charter member of the Frisco Veteran's Association, and is its present president, having served for the years 1930-31. He has also been a member of the O. R. C. organization for 48 years.

It is doubtful if there is another railroad man serving Frisco Lines who is better acquainted with the employes in train service than Mr. Heath. Due to his long service, he

(Now turn to Page 25, please)



The accompanying photograph was taken at the St. Louis Union Station at the end of W. L. Heath's last run. Grouped around Mr. and Mrs. Heath are (left to right, back row): Harry Siders, engineer, Harry Huelett, Pullman conductor, Bob McRoberts, fireman, Albert Marshall, a friend of the Heath's, and Chauncey P. Heath, son. (Second row, left to right): Mrs. Chauncey Heath, daughter-in-law, Mr. and Mrs. W. L. Heath, Mrs. Fred L. Heath and Fred L. Heath, daughter-in-law and son. The children are Robert Heath and Lafe Heath, Jr., children of Fred L. Heath and Edith Louise Heath, daughter of Chauncey Heath.

to give women the franchise.

Mr. Heath attended the schools of Laclede and Linneus, Mo., and during his last year of grade school, was the seatmate of General John J. Pershing. Following Mr. Pershing's return from France after the World War, Mr. Heath had a most pleasant interview with him in Washington, D. C., which was their first visit in forty years. For hours they sat talking over old times.

But to return to his railroad career. In 1877 he secured a position with the Burlington & Southwestern as a fireman. The work did not appeal to him, or in plain language, he says, "it was too hard." At that time the conductors hired their own brakemen

EMPLOYEES GIVE BANQUET

Snyder Workers Entertain Local Business Men

FRISCO employees of Snyder, Okla., were hosts to local business men, May 25, at a banquet that was marked by expressions of good will and a desire to co-operate both by business men and company workers. About forty-five guests and twenty employees were in attendance.

H. E. Rust, agent, who was toastmaster, introduced J. V. McClintic, congressman of the district in which Snyder is located. Mr. McClintic, who drove fifty miles to attend the banquet, made an interesting talk in which he told of his efforts to obtain legislation on busses and trucks, and expressed the belief that regulation is imperative. He complimented the employees upon the banquet, saying that they had presented the facts of the case in a very straightforward way.

Max Wallace, mayor of Snyder, made a brief talk in which he told of his friendliness for the Frisco's cause. J. H. Anderson, editor of the Kiowa County Democrat, spoke following Mr. Wallace and warned against abuse of the community's public utilities. He praised Frisco Lines highly. Joe Robinson, manager of the Robinson Gin Company, also spoke. He urged employees to be loyal to the company at all times.

As the guests were seated at the banquet each was given a letter asking for his support. Following is an excerpt from the letter:

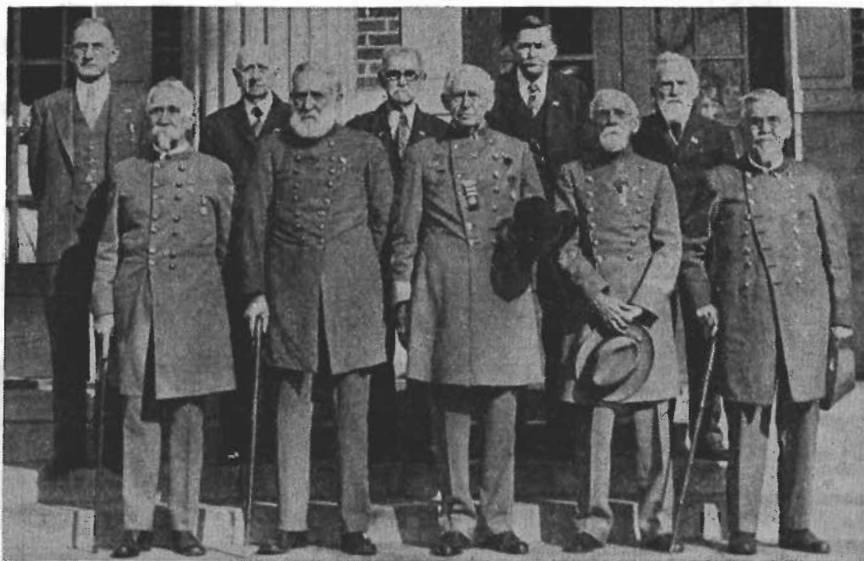
"We, the undersigned committee of employees of Frisco Lines and the Railway Express Agency, wish to thank the business men of Snyder for the co-operation given us in the past. We appreciate all of your consideration and help at all times. We assure you we want to give in return all the co-operation and help in our power. We seek all information you can give for betterment of service and we will put in force anything that is in our power to make our service better.

"We give below a few facts for your consideration and study, explaining in part what the companies named above mean to you and the City of Snyder.

"In the year 1930, the Frisco paid the following amounts in taxes in this (Kiowa) County, and the Express company in proportion to its holdings: State tax, \$6,132; county tax, \$18,371; Snyder, \$2,391.13; Hobart, \$734; Roosevelt, \$124; Mountain Park, \$1,217—total \$52,629.13.

"We have 22 employees with a total

Confederate Veterans Use Frisco Lines to Annual Reunion



A group of United Confederate Veterans, photographed at Memphis, enroute to their 41st Convention at Montgomery, Ala. Reading from left to right (bottom row): General C. A. DeSaussure (elected Commander-in-Chief of the Veterans at the Montgomery meeting and a resident of Memphis), R. L. Fog, R. E. Bullington, H. H. Lewis and Sam A. Pepper.

(Back row) Mr. Ed. McGowan, J. H. T. Laird, J. R. Newsom, S. F. Barton and I. N. Rainey.

THE Frisco Railroad handled a special train of delegates from Memphis, Ft. Worth and Dallas to the 41st United Confederate Veteran's Reunion at Montgomery, Ala., June 2-5. A number of these gray haired veterans assembled at Memphis on the morning of June 1 for the trip to their 41st reunion, and before they boarded the train, A. P. Matthews, assistant traffic manager at Memphis, secured the accompanying photograph. Their equipment was handled on the Kansas City-Florida Special.

The nine men (with the exception of one) shown in the photograph above, are members of the Memphis U. C. V. organization, and practically all that remains of the army of Generals

Lee, Jackson and Forrest. The man standing to the extreme left, back row, is Mr. Ed McGowan, son of a Confederate veteran and himself a veteran of the Spanish-American War.

General C. A. DeSaussure, first row, extreme left, was elected Commander-in-Chief of the United Confederate Veterans at the Montgomery meeting. He is general agent of the Southern Railway at Memphis and prior to being given this title some two years ago, was assistant general passenger agent of the Southern Railway.

Miss Lena Thomas, who has been chosen for the International Bathing Beauty Contest as "Miss Memphis", greeted the veterans as they alighted from the train at Memphis.

of 96 in their families and the Snyder payroll for these 22 employees per year is \$30,132.72. We have an average of 20 trainmen and passengers who take at least one meal each day, averaging about 40 cents per meal, making a yearly total of \$2,504. Total amount of all the foregoing, \$85,365.95."

The letter was signed by H. E. Rust, agent; W. A. Neal, car foreman; Lee Mills and Dan Blair, section foremen; Paul P. Ewell, cashier; J.

Black, warehouseman; W. C. Hartman, pumper; Albert Jamerson, section foreman; R. D. Richey, Myrtle Wilson and R. J. Harwood, operators; Ross Cottrell, expressman; Ernest Wolfe, lineman; W. P. Williams, baggageman, and F. V. Fowler, conductor.

"Why is Mabel so put out? The papers gave a full account of her wedding."

"Yes, they put 'Miss Blackfield was married to a well-known collector of antiques.'"

FIRST PENSACOLA TOUR IS A SUCCESS

(Continued from Page 10)

dock and boarded the "Glen Condon," flag ship of Col. A. W. Lincoln, commandant of Fort Pickens. This vessel, under command of Capt. D. B. Nettles, took them out on the sparkling bay as far as the new bridge to Santa Rosa island. They passed close to the Naval Air Training Station and stopped at Fort Pickens where several took a swim in the Gulf. For a large part of this ride, many of the group crowded to the prow of the vessel to watch a school of porpoise which sported in the clear water ahead of the ship. Several of the boys tried their hand at deep sea fishing, running a line for mackerel to the rear of the ship, and nearly all of the lads evinced great surprise at learning that the proper bait for that fish is merely a piece of white cloth fastened to the hook. Several of the boys also fished during the stop at Fort Pickens. George Villar, Jr., Frisco city ticket agent at Pensacola, accompanied the party on this trip, and assisted with its entertainment on subsequent excursions.

That afternoon and evening, the excursionists were given wide choice in activities. Some took strolls, some went motoring, swimming or to theaters, while others swam or played golf. A trolley trip to historic forts Barrancas and San Carlos and to the Naval Air Training Station occupied the morning of the third day. At Fort Barrancas they were shown about the reservation, following which they explored the system of subterranean passages that undermine that fortification and connect it with Fort San Carlos. From these old fortresses they went to the Naval Air Training Station where they inspected hangars and buildings in which planes are repaired and assembled. There they also watched seaplanes take off from the Bay and maneuver above. The afternoon and evening of that day was devoted to golf, theater, boat trips and drives.

The morning of the fourth day in Pensacola, they went to the Frisco dock where they watched a large vessel loaded with a cargo of coal. While there, several went to the top of the tippie, some 125 feet high, and looked down upon the vessel, the "Proctor," as it received its cargo from electric conveyors. That afternoon the group was taken on a motor trip over Scenic Drive, one of the most picturesque in that section of the country. This drive, which is over a paved highway, leads out through the residential districts of the city and is featured by forests and vistas of the Bay and

Gulf. Several rode across the recently completed \$3,000,000 bridge to Santa Rosa island and inspected the newly built resort facilities there. In the evening the Pensacola Frisco Employees' Club gave an entertainment and dance for the visitors. The program which preceded the dance was comprised chiefly of numbers given by children of Frisco employes and was thoroughly enjoyed, as was the dance.

The last morning was spent in collecting souvenirs and making preparations for departure. Several went swimming or motoring. At lunch that day, the last meal in Pensacola, the entire group crowded around "Uncle Charlie" Baltzell, who had made it all possible and whose uppermost thought had been to see that everyone had a good time, and as a token of appreciation they presented him with a belt with an initialed buckle and watch chain of silver. Mrs. Mabel E. Burd, who made the presentation, expressed the deep gratitude and the high regard the group had gained for him on the trip, and on behalf of the party wished him success in making the other trips as enjoyable, if possible.

Regret at leaving was unanimous. It was indeed natural that it should be, for many new and close friendships had been formed both among members of the party and with the people of Pensacola. The citizens of this southern seaport city had tried to outdo each other in looking to the entertainment and comfort of their visitors. Among the attractions that had been open to them free were automobile rides, boat rides, miniature golf, swimming, night baseball games and trolley tours. The car, "Rockdale," parked at the Frisco station, provided comfortable living quarters and William, the porter, looked after the party as though each member was his special charge, seeing that swimming suits were washed, shoes shined and berths made at all times.

The party left Pensacola at 5:00 p. m. June 11 on the Sunnyland and arrived in Springfield the next afternoon at 2:50 p. m. Trains were on time during the entire tour.

"Uncle Charlie" has since conducted the second of these tours, taking a group from the River division of Frisco Lines. Another group was scheduled to go from West Plains, Mo., about June 25 and several others are contemplated this summer to leave from Fort Smith, Hugo and elsewhere.

The automobile steering wheel seems to have become the modern family circle.

AGENCY CHANGES

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

William E. Haigh, Bessie, Okla., June 3. Jessie W. Asbill, Kenoma, Mo., May 25. Columbus C. Smith, Koshkonong, Mo., May 25. Mrs. Emma Miller, Riverton, Kan., May 26. James R. Sloan, Amber, Okla., May 19. Frank M. Wilhelm, Clayton, Okla., May 11. Arthur E. McCane, Davenport, Okla., May 21. William J. Aherns, Sherwin, Kan., May 18.

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

Paul G. Whitson, Eagle City, Okla., June 2. William H. Cole, Miller, Miss., June 1. Herbert E. Vermillion, Ames, Okla., May 30. William R. Lollar, New Albany, Kan., May 22. Orvon G. Autry, Schuler, Okla., May 29. Wilmer D. Pouncey, Glen Allen, Ala., May 21. Bert D. Caywood, Medora, Kan., May 15.

Ralph M. Dickerson was installed temporary agent at Aldrich, Mo., June 1. Former agent, C. Alden, died May 28. Dickerson took charge of the station on that date.

Alfred H. Hughes was installed temporary agent at Poplar Bluff, Mo., June 2. No audit of accounts was made, as position of cashier which was installed the same date was assumed by former agent Robert D. Hudgens and therefore no transfer of account to him was necessary.

June P. Sheets was installed permanent agent at Thomas, Okla., June 1. G. P. Whitson had been acting agent since May 13.

Walter E. Matthews was installed permanent agent at Walnut Ridge, Ark., effective June 1.

Charlie C. Long was installed temporary agent at Beulah, Kan., May 28. He had been handling the station since April 20. Former agent, G. B. Jennings, who had been on sick leave, died May 5.

John A. Miller, Jr., was installed temporary agent at Neodesha, Kan., May 26. Ticket account only was audited, as cashier handles freight account.

Paul G. Whitson, acting agent at Thomas, Okla., since May 13. No formal transfer was made. Transfer will be made when permanent agent is assigned.

NEWS of the FRISCO CLUBS

Enid Employee's Club Entertains 150 Shippers at Banquet, June 9

MANY and varied are the activities of the sixty-three Frisco Employees' Clubs on the lines of this railroad. Dedicated to the purposes of better acquainting themselves with each other and with the problems and aims of the company which employs them, the members of these clubs have made a remarkable record in the four years of their existence.

One of the most productive of employee club meetings held in the history of these organizations, occurred in Enid, Okla., on the evening of June 9, when 100 members of the club entertained 150 shippers and business men of Enid at a sumptuous banquet in the ball room of the Youngblood hotel.

The banquet guests were seated promptly at 6:30 p. m., and following the flashlight picture, enjoyed a splendid five-course dinner, with spring chicken as the entree.

The toastmaster for the evening, W. L. Huggins, Jr., chairman of the central committee on personnel, St. Louis, was then introduced by President Bob Worthington, and in turn presented Mayor J. A. McGill of Enid, who cordially welcomed the visitors.

Mr. Edmund Frantz, of the Enid Vitrified Brick & Tile Co., a pioneer resident of Enid, was the first speaker on the evening's program, and made an interesting talk, describing the efforts attending the campaign of twenty-five years ago to bring the Frisco rails to Enid.

"It was a job in those days," Mr. Frantz said, "and we went clear to the House of Morgan in New York City in an effort to secure the necessary financial backing. We finally got it through the St. Louis Union Trust Co., and I will never forget the mass meeting held on Enid's public square when we returned from St. Louis with the news that the Frisco was coming to Enid. Since the building of the road we citizens of Enid have come to take its benefits for granted, and in so doing we make a mistake, I believe. I cannot imagine what this city would do without the railroads. We must awaken to the fact that without rail transportation we would be lost. We old timers who remember what life was like in Enid

in the days before the railroads, realize what great benefits they bring. And we should preach these benefits to the younger business men of our city in order that they will give proper support to our splendid railroads."

J. L. McCormack, superintendent of freight loss and damage claims for Frisco Lines at Springfield, Mo., was the next speaker, and referred humorously to earlier days in the railroads' history when a freight claim agent was not an acceptable member of society frequented by railroad shippers.

"Those days when a freight claim agent was considered popular when he was called nothing more damaging than a 'robber' or a 'common crook' have passed on, fortunately," Mr. McCormack said, "and I for one, am glad of it. Enid has been a particularly pleasant place to do business with from my department. I cannot recall an instance of claims in which we have not been able to settle satisfactorily and in full in a very short time."

An address on the "Transportation Problem," the feature talk of the evening, was made by S. S. Butler, general traffic manager of the Frisco, St. Louis.

The speaker called attention to the slogan of the Associated Traffic Clubs of America: "Shipper and Carrier Co-operation in Transportation," and referred to it as not only a slogan but the basic principle of American business progress.

"It has accomplished three important results," he said, "first: realization that good service means more to an industry than any other transportation factor, second: establishment of means for anticipating with intelligence and accuracy the transportation needs of industry, and third: common sense co-operation in ironing out difficulties that arise in connection with that service."

"Since 1922 the railroads have spent seven billions of dollars on improvements in carrying out their plans for more efficient and more economical performance. I have never known a time when railroad management gave more earnest study and thought than it does today to the scientific advancement of transportation and the practical improvement of its service to the

public."

Mr. Butler devoted the large portion of his address to the serious phases of today's transportation problems, with particular reference to regulation and equalization of all forms of transportation.

"We are working under the Transportation Act of 1920, which instructed the Interstate Commerce Commission to fix rates which would permit the roads to earn a return of five and three quarters per cent on their valuation. They have never earned it, however. The railroads last year, in fact, earned an average of 3.13 per cent on their investment although they reduced their operating expenses almost six hundred million dollars as compared with 1929, and reduced the employees to the smallest number in more than twenty years.

"While we believe that the present serious situation of the railroads is due largely to the business depression, the Interstate Commerce Commission said in its recent annual report that a different and more threatening financial difficulty confronts the railroads, in the effect of competition from other forms of transportation.

"The roads have demanded other means of transportation in competition with them be required to pay adequately for the use of highways and other public property and be regulated as the railroads are, or else the regulation on the railroads should be lessened and modified. As conditions are at present the railroads are in serious danger of being ruined by government policies under which they are strictly regulated and not subsidized, while their competitors are subsidized and not strictly regulated. It is grossly unfair and unsound for national and state governments to permit this discrimination which is depriving many thousands of railroad men of their employment and confiscating the investments of American citizens.

"The bus and truck on the public highways, the pipe lines, the government-built and operated Panama canal, the government-maintained and subsidized inland waterways system, all are tending to seriously impair the earnings and thus the service and even the future of the railroads



The above photograph was taken in the ballroom of the Youngblood Hotel at Enid, Okla., as 250 Frisco employees and shippers were seated for the banquet on June 9.

of this nation.

"My view, in conclusion, is that the busses and trucks should be regulated and properly taxed for the use of our highways, that the Government should withdraw from inland water transportation and turn this business over to private enterprise, and the railroads should be allowed more latitude in meeting these competitive conditions."

Prior to the speaking program vocal solos were given by Misses Edith Barnard, Bebe Fisher and Maurine Morrow, and "Billy Hunter and his Playboys" furnished orchestra music during the dinner.

The next day following this highly successful affair, President Worthington and other officers of the Enid club were highly complimented on the banquet by many prominent shippers in the city. Another meeting of a similar nature is planned for the near future.

It is hoped that other clubs on the railroad will follow the splendid example set by Enid, in gathering together with shippers over the railroad for similar meetings.

Sherman, Tex.

A review and discussion of the business given Frisco Lines by local merchants was the chief matter before the meeting of the Sherman Frisco Employees' Club held June 1 with about forty members in attendance.

It was decided that the club should write to each merchant who had favored the Frisco, thanking him for his patronage and that letters of solicitation should be written business men who failed to use Frisco service. The writing of these letters was placed in charge of C. V. Montgomery, president

of the club. K. C. Winebrenner reported having called attention of the highway department to a heavily overloaded truck, causing the trucking company to be penalized for violation of highway laws. The session was concluded, following a general discussion.

Tulsa, Okla.

The first part of the meeting of the Tulsa Frisco Employees' Club, held May 15, was devoted to reports on business and tips secured since the last session of that organization. Approximately thirty-five members were in attendance.

The large number of instances of solicitation announced in this assembly evidenced the activity of the club in that activity and following the reports, a change in the by-laws regarding the election of officers was voted on and unanimously passed. A letter from J. W. James, traffic manager, was read to the meeting. This communication requested that employees furnish the traffic manager's office with the amounts they and their families spend with Tulsa merchants each month in order that the information might be summarized and used to an advantage by the traffic department in solicitation. Particular stress was placed upon this portion of the letter. It also urged that each employee and his family take an active interest in the Frisco Employees' Club and asked all who were not members to join.

C. J. Quinn, president of the club, called attention to an editorial in a recent issue of the Tulsa Tribune which in substance said that every freight truck and passenger bus which is observed at any time occupying more than its share of a public highway should be reported. The editorial

invited the public to report such cases to the bus and truck editor of the Tribune. These reports will be filed by the paper and used in an effort to persuade the next session of the Oklahoma Legislature to pass restrictive legislation.

An advertising sticker used by the Wichita Ship-By-Rail Club was exhibited in this session and it was decided that 500 similar stickers should be ordered for use by the Tulsa group. In order to induce greater attendance at meetings, it was agreed to offer an attendance prize of \$1.00 at each session, the member drawing the winning number to be required to attend the succeeding meeting to secure the prize.

Ft. Worth, Texas

An entertaining program featured the business and social meeting of the Fort Worth Frisco Employees' Club, held June 4. Seventy-three were in attendance.

A quartet comprised of Miss Margaret O'Donnell, pianist; Billie Knox and Jimmie Spicer, known as the "Harmony Pair"; and Miss Mary Bess Smith, violinist, gave several very pleasing numbers, following which Frisco song books were distributed and Miss Leda Belle Durrett led the meeting in group singing.

It was decided that the club's annual all-day picnic should be held June 21 at Lake Worth near Casino and that the Sherman club and employees from Denison to Menard, inclusive, should be invited. Elaborate plans for entertainment and refreshments were made and a large number of company officials invited.

A report by the finance committee showed the club to have a sizable balance in its treasury; however, the

committee was urged to secure additional funds. In the drawing for an attendance prize of \$2.50, J. I. Stephenson of the accounting department, held the winning chance. A report on solicitation disclosed that 156 tips had been secured, a few less than during the preceding month.

Blytheville, Ark.

Approximately 150 Frisco employees and their families gathered at Luxora the evening of June 5 for the annual fish fry of the Blytheville Frisco Employees' Club. This affair, which was one of the most enjoyable held in that section recently, drew a large number of visitors, among whom were J. L. Mumma, assistant superintendent; J. S. Meldroth, road foreman of engines; Ben Fowler, H. G. Harmon, Mr. and Mrs. Bert Williams, S. J. Frazier, superintendent, and a number of employees and others from Steele, Yarbo, Burdette, Luxora, Osceola, Wilson, Bassett and Leachville.

To Mrs. Bond, wife of F. M. Bond, agent at Luxora, goes much of the credit for the success of this outing. She purchased all the food and supervised its preparation in addition to looking after other arrangements. Following the meal, S. Mosley, president of the Blytheville club, took charge of the meeting and after a short talk, called upon Mr. Frazier, who made an interesting speech. The pastors of the Methodist and Baptist churches of Luxora were guests at this meeting and were called upon to return thanks preceding the meal.

The meeting of the Blytheville Frisco Employees' Club, held May 19, was given over chiefly to planning a fish fry for June 5. Brief talks on solicitation were made by J. R. Holland, general agent, and E. F. Bloemeyer, agent.

Chaffee, Mo.

Solicitation and other matters in connection with the variety of activities which the Chaffee Frisco Employees' Club sponsors occupied the greater portion of the session of that club, held May 28, with ten members in attendance.

W. J. Ferguson, president of the organization, suggested that the club consider the matter of giving a free show at a local theater for the unemployed. It was decided in this meeting that several committees should be appointed to solicit business among local business men.

After a number of reports on solicitation, there was a lengthy discussion of the Educational Tours to Pen-

FOOD CO. FAVORS FRISCO

The Joplin Frisco Employees' Club has undertaken an extensive letter writing campaign to shippers, and is receiving some splendid results from that activity. A recent communication from E. C. Nettles, general traffic manager of the General Foods Corporation, Battle Creek, Mich., in response to a letter written on club stationery, thanking him for his patronage of Frisco Lines during May, follows: "I beg to acknowledge and thank you for your letter of May 28 with reference to the business of this company routed in connection with Frisco Lines.

"I can assure you it has been a great pleasure to us to favor your company with a good share of our tonnage and we sincerely hope business will soon pick up, making it possible for us to do even a larger business than we have in the past.

"We may say that traffic officials of the Frisco Line are very good friends of ours and the service rendered has been exceptionally good."

sacola, Fla., which Uncle Charlie Baltzell is conducting. It was announced that these tours are open to adults as well as boys and that a few passes will be honored when there is a sufficient number of revenue passengers. A number of members reported that they had secured prospects for the tours.

It was decided that the club should sponsor a baseball team to be known as the Frisco Ball Club, and financed by voluntary contributions. The club donated \$16.35 for baseballs. A general discussion concluded the meeting.

Wichita, Kan.

That members of the Wichita Frisco Employees' Club have been very active in solicitation is evident in the minutes of that group's meeting, held June 10, which show that the greater part of the session was given over to relating instances in which business or tips had been secured. Twelve members were in attendance at the meeting.

Following reports on solicitation, those present entered into a discussion of switching, and A. L. Milligan, agent at Augusta, made an interesting talk in which he told of the business done at his station and of improved service to St. Louis which he said was resulting in additional business from that city and eastern points. S. B. Ramsey, car foreman, also spoke briefly, and C. Depew, conductor of Neodesha, gave several valuable suggestions on solicitation. E. J. Immler, chief clerk, made a short talk, fol-

lowing which it was suggested that the club have stationery printed carrying a Frisco emblem letterhead and possibly information concerning taxes and other information pertinent to shippers and the public generally, and plans were made for securing this stationery.

Fort Scott, Kan.

Furtherance of the interests of Frisco Lines was the subject upon which discussion centered in the meeting of the Fort Scott Frisco Employees' Club, held June 12, with 18 members present.

E. E. Swafford, president of the organization, opened the session with a brief talk, following which E. A. Miller, general agent, outlined local business conditions and made a report on the number of traffic tips which had been secured since the last assembly of the club. Considerable business had resulted from efforts of members, his report brought out. Rex C. Gill, car clerk, a new member of the club from Wichita, spoke to the meeting, telling of the activities of the Employees' Club there. T. W. Moreland gave a summary of business conditions, pointing out that he felt that prospects were brighter. He reported a good wheat crop on the division and said that Frisco Lines was in a better position to furnish equipment for the movement than other roads.

J. W. Asbill, agent at Kenoma, Mo., made a report on business at his station since he had been installed there, stating that the prospects for securing livestock shipments which formerly moved by truck exclusively, were improving and that he had three cars of stock promised for the near future.

Mr. Miller explained the new carload rate on automobiles and W. I. Kipp, dispatcher, made an interesting talk. The matter of having a picnic at Fort Scott was discussed and it was definitely decided that it should be held shortly after the middle of July.

Joplin, Mo.

The meeting of the Joplin Frisco Employees' Club, held June 4, and attended by about forty members and visitors, was opened with reports by the various club committees.

It was announced by the finance committee that there was an outstanding indebtedness of \$10 for letters sent by the club to shippers and receivers of freight and a motion was passed authorizing the paying of that bill from the treasury. During the time allotted for the report of the entertainment committee it was suggested that a social event be arranged for the near future and Mrs. H. B.

Wilson and J. H. Douglas were placed in charge of plans. The publicity committee announced that it would make a complete report at an early date.

A report on solicitation, by C. H. Hobart, showed that members had been especially active in that line of activity. Following this report J. E. Springer made a brief talk and a number of communications to the club were read. Among them were letters from J. R. Koontz, vice-president in charge of traffic, and G. F. Macgregor, executive general agent, commending the club on its action in mailing letters to shippers and receivers of freight. A letter from W. L. Huggins, Jr., chairman of the Central Committee on Personnel, in regard to a general picnic was read and upon a motion by J. H. Douglas, general agent, it was decided that the entertainment committee should work out details and report to the club at a later date. It was decided also that the club should order fifty club song books which the Central Committee furnishes.

A. L. Franklin called the attention of the meeting to a clipping from the editorial page of the Joplin Globe in defense of railroads and S. R. Landrum, president of the club, was delegated to convey the appreciation of employees for this sort of newspaper expression. O. G. Moul, building manager, made a short talk on different professions represented by the tenants of the Frisco Building and urged members to patronize these lessees. The acting secretary of the club read a few lines of verse which aptly expressed the attitude of welcome of the members toward Mr. Springer and Mr. Springer made a pleasing response. The meeting was closed with a few general remarks by W. H. Bevans, superintendent, in which he stressed the importance of co-operation and securing every possible pound of freight. Mr. Bevans heartily endorsed the efforts of the club in securing business and said that he knew of no club on the division making a better showing along this particular line than the Joplin group.

Henryetta, Okla.

F. A. McClaren, president of the Henryetta Frisco Employees' Club, opened the session of that organization, held June 9, with a talk on store door delivery. Six members were in attendance.

H. G. McKinstry, agent, spoke on solicitation, urging members to be courteous to the public at all times and also touched on pickup and delivery service, pointing out that a considerable increase in merchandise business should follow inauguration of

MARY WILLHOITE HONORED



Miss Mary Helen Willhoite, daughter of George F. Willhoite, Frisco conductor, of Monett, Mo., was signally honored when she was elected Grand Worthy Advisor of the Order of Rainbow Girls, at its State meeting in Monett, Mo., June 13-15. Her photo appears above.

this convenience. The next meeting was set for July 14.

Thayer, Mo.

The meeting of the Thayer Frisco Employees' Club, held June 8, was devoted principally to planning a baseball game with the Yale Frisco team, to be held either July 4 or Labor Day. Twenty-five members and the following visitors were in attendance: S. J. Frazier, P. B. Peck, F. Reed, J. E. Whalen and Mr. Hogan, of the Dierks Tie Company.

T. H. Edmundson, secretary of the club, called attention to a communication from Yale asking for the game and after a discussion it was decided that Labor Day would probably be the best date as Thayer was in a tie with two other teams for first place in the Ozark League for the first half of the season and it was likely that the ties would have to be played off on July 4.

After talks by several members and visitors the matter of the Frisco Lines All-Expense Educational Tours to Pensacola, Fla., was taken up and a committee was appointed to handle this work. The following were appointed to comprise it: H. W. Miller, F. C.

Lark and T. E. King. Mr. Edmundson and the committee agreed to get in touch with Uncle Charlie Baltzell and get further information from him.

Fayetteville, Ark.

The meeting of the Fayetteville Frisco Employees' Club, held May 13 and attended by about 35 members and visitors, was opened by an interesting talk by L. J. Price, president of the organization, who stressed the importance of employees working together, both in securing business and upbuilding the club.

F. E. Brannaman, assistant superintendent, who was a visitor, talked on unfair competition and brought out a number of interesting facts in comparing the conditions under which railroads and busses and trucks operate. E. A. Morsani, agent at Lincoln, Ark., spoke on ways and means of regaining lost business. Others making talks in this session were D. G. Lehn, agent, Fayetteville; Key Browning, agent Fayette Junction, Ark.; J. M. Jett, section foreman, Lincoln; J. W. Cox, route agent, Tulsa; W. W. Claypool, general car foreman, Fort Smith; J. W. May, agent, Elkins, Ark. Following a call for suggestions by Mr. Price the meeting resolved itself into a general discussion and a number of helpful ideas were brought up. It was decided that committees should be appointed on publicity, solicitation, entertainment, attendance and topics. It was agreed also that each member should be assessed a small amount to cover the cost of the hall where the meetings are held. The second Wednesday of each month was set as the club's regular meeting date, and each of those present announced his intention of attending the next meeting and doing his utmost to bring at least one other employee with him. At the close of the business section of the meeting, those present were entertained by the Frisco String Band under the direction of F. A. Roberts, express clerk.

Girls' Club, St. Louis, Mo.

The luncheon of the St. Louis Frisco Girls' Club, held at the Jefferson Hotel, May 26, was attended by 142 and was featured by interesting talks and an entertaining program.

Several officials, who were guests at this affair, made talks. Among them were F. H. Hamilton, S. S. Butler, F. X. Natchtmann, L. E. Martin, W. L. Huggins, Jr., A. F. Free and Col. F. G. Jonah. Mrs. Louise Gibson presided and music was furnished by Bob Anslyn's Frisco Orchestra. Miss Ruth Hallenberg of the treasurer's office gave a dance and Miss Gladys

Meyerodt gave several readings. Both were heartily applauded. Mrs. Gibson announced that Miss Mary Pitcher of the freight traffic department was leaving June 1 to be married. She also extended a welcome to several former members of the club, who were visitors at the session.

Rogers, Ark.

Dr. W. J. Curry, who has served Frisco Lines as local surgeon for 35 years, was the chief speaker at the meeting of the Rogers Frisco Employees' Club, held May 19. The session was well attended and a large part of the discussion was given over to solicitation. Committees were appointed to make arrangements for a public meeting of the club to which business men would be invited. Plans for an employees' picnic to be held some time this summer were considered also.

Pensacola, Fla.

Members of the Pensacola Frisco Employees' Club proved themselves splendid hosts on the evening of June 10 when they gave a dance and entertainment in honor of the group which was visiting their city on the first of the Frisco Lines Educational Tours. Approximately 100 persons attended.

The program which preceded the dance was comprised chiefly of numbers by children of employees and the songs and dances which these tots gave drew hearty applause both from the visitors and members of the club. George Villar, Jr., was master of ceremonies. Following the program, the greater portion of those in attendance spent the rest of the evening dancing. Tables were provided for those wishing to play bridge and refreshments consisting of ice cream and cake were served.

Neodesha, Kan.

The entire discussion at the meeting of the Neodesha Frisco Employees' Club, held June 4, reflected enthusiasm on the part of members. This session was attended by seventeen members and the following visitors: C. S. Underwood, traveling freight and passenger agent, Wichita; Fred Rustenback, agent, Fredonia, and Mr. Dearoff, Fredonia.

The club has been soliciting business actively, a report on that line of work showed. Mr. Rustenback of Fredonia made an interesting talk and J. M. Hall, vice-president of the club, urged everyone to put forth his best effort to secure traffic. Mr. Underwood spoke to the meeting expressing the belief that the present business depression was coming to an end be-



H. E. Smith, section foreman, who was recently elected president of the Frisco Employees' Club at Madill, Okla.

fore a great length of time. A. Malmgren, president of the club, read a letter from H. M. Cloud, the organization's first president, who is now at Joplin and the members expressed deep appreciation in learning of their former chairman's interest in the club. Mr. Underwood praised the splendid work of J. A. Miller, Jr., agent. Talks by E. N. Walker and Frank Venn followed.

Colored Club, Birmingham, Ala.

The Frisco Colored Employees' Club of Birmingham, Ala., held an enthusiastic meeting June 8 at the Colored Presbyterian Church there. A number of those in attendance were given tickets to sell for the picnic which this organization has scheduled for July 18 at Cordova. Reports in this meeting showed members to be taking part in solicitation work.

Kansas City, Mo.

The Frisco Employees' Sunnyland Club of Kansas City, Mo., has been having its usual success with the dances which have given it a wide reputation as an organization that stages truly worthwhile social affairs. The club has given two of these parties recently. On May 29 this live group gave a benefit dance at the Pla Mor ballroom for the Kansas City baseball club. A splendid attendance marked this gathering and considerable money was raised for the team. The dance which this club gave May 9, at Wolfe's Winter Garden ballroom, was attended by approximately 350

employees and their families and was featured by moonlight waltzes.

St. Louis Terminals

Reports on business and tips secured by members of the club since the last session was the chief feature of the meeting of the St. Louis Terminals Frisco Employees' Club, held May 28. Reports brought out that many members had been taking part in this activity and considerable business had been secured. Visitors at this meeting were J. A. Moran, superintendent; J. P. Lyons, president of the Frisco Men's Club of St. Louis; George Malone, freight solicitor; P. W. Conley, superintendent of terminals, and E. W. Miller, agent.

Arrangements for the club's annual picnic were announced in this session. This affair will be held at Pevely Farm, Crescent, Mo., July 19, and will be open to members, their families and friends. The attention of members was also called to the boat excursion in which the club planned to join with the men and girls' organizations of the downtown offices and all were urged to take this excursion. It was pointed out that it would help raise money for the picnic.

Mr. Moran made a brief talk in which he called attention to means by which employees could secure business. He emphasized the necessity for all being constantly on the watch to obtain traffic. He also asked for suggestions from employees at any time in connection with improvements on his division. The next assembly of the group was set for June 25.

Madill, Okla.

Interesting talks and a discussion of plans for the annual picnic occupied the greater part of the meeting of the Madill Frisco Employees' Club, held June 5. Twenty-five members and visitors were in attendance. Among the visitors were G. L. Sneed, county judge; Jas. Hutchison, assistant superintendent; Dick Hanna, traveling engineer, and R. L. Poole, express agent.

It was agreed that the club's annual outing should be held the evening of July 16, near Randolph. Mr. Hutchison made an interesting talk, dealing chiefly with store door delivery. He emphasized that it would be necessary for every employee to exert a great deal of effort in solicitation to increase the volume of business sufficiently to make this plan a success. Mr. Hanna called attention to the need of securing more business, saying that it is the courtesy and interest of employees that puts a road ahead of its competitors. Judge Sneed commended the club and stressed the need of loyalty to the company. Mr. Smith, president of the club, announced that

another session would be called within thirty days.

Springfield, Mo.

A sound motion picture entitled "Petroleum" was the novel contribution of the Mid-Continent Petroleum Company to the program at the joint session of the Springfield Frisco Men and Girls' Clubs, held June 8. About 150 were in attendance, including the following officials: C. J. Stephenson, W. L. English, J. L. McCormack, J. H. Brennan, J. A. Moran, G. M. Forrester and O. W. Bruton.

The picture, which was in natural colors, told the entire story of oil and gasoline from drilling the well to refining the crude product. Following the film W. L. English made a talk on the inauguration of store door delivery on less than car-load shipments.

Men's Club, St. Louis, Mo.

J. K. Walsh, formerly a professor at St. Louis University, now sales engineer for the Hercules Powder Company, gave an interesting and instructive address on the subject of "Evolution" at the luncheon of the St. Louis Frisco Men's Club, held at the Jefferson hotel, May 28. Approximately 185 were in attendance.

Mr. Walsh related in a popular style the geological evidences which support the theories of organic and inorganic evolution, and explained the nebular and other hypothesis of the earth's origin. Following the principal talk, W. L. Heath, veteran conductor, who was to be retired a few days after the meeting, made a brief talk. Two especially pleasing entertainment features at this gathering were solo dances by Miss Ruth Hallenburgh, of the treasurer's department, and Eddie Burke. Bob Anslyn's Frisco orchestra furnished music for the occasion.

Memphis, Tenn.

M. W. Dunkin, general agent, was the chief speaker at the meeting of the Greater Traffic Committee of the Memphis Frisco Employees' Club, held June 10, with twenty-six in attendance.

Mr. Dunkin expressed a great deal of interest in the work of the Greater Traffic Committee and said that he believed that its work during the past several years had resulted in millions of dollars in business for Frisco Lines. He urged the members to keep up the good work.

W. F. Corkery, chairman of the committee, also spoke. He called attention to the fact that the month of June was usually one of the duller and asked all to put forth additional effort with a view of making this

Frisco Folks On Lookout Mountain



THESE Frisco people seem to be in a precarious position. However, the rock upon which they are seated is the famous Umbrella Rock on Lookout Mountain, Chattanooga, Tenn., and the photograph was made on May 24. It includes in the group a number of Birmingham Terminal employees who motored to Chattanooga to attend a dance at the Patten Hotel, given by the Ladies' Auxiliary of the B. of R. T.

The two kneeling at the back of the top row are: Mr. Geo. Martin, engine

foreman, Frisco Lines and Mrs. Tom Wood. Second row: Joe Lane, Mrs. W. W. Lane, son and wife of engine foreman; Mrs. Geo. Martin, Mrs. Jim Harrell, Mr. Tom Wood, Tommy Wood and Robert Sims. Next row: Mr. W. W. Lane, engine foreman, Mrs. Mabel Sims (President, Ladies' Auxiliary of Chattanooga), and Frank Hartness (President, B. of R. T., Chattanooga). Standing below the group is Miss Nellie McGowen, secretary to superintendent terminals, Birmingham, Ala.

June better than others. The rest of the meeting was devoted principally to reports on tips and business with nearly everyone present giving valuable information. The next meeting was set for the second Wednesday in July.

Hugo, Okla.

The enterprising Hugo Frisco Employees' Club which has undertaken an extensive program of goodwill meetings with the business men and employees of neighboring towns, held four of these sessions during late May and early June. The most recent meeting reported was held at Valliant, June 12. The club met at Idabel, June 5, at Durant, May 29 and at Antlers May 22.

The assembly at Valliant, which drew a large crowd of business men and farmers of the community, was opened by Mr. Holt, agent there, who expressed the appreciation of the Frisco employees for the large attendance. After having cigars passed, he turned the meeting over to S. Kelton, president of the Hugo club, who in-

troduced the members of his organization. He then made an interesting talk in which he called attention to the fact that the Frisco's annual taxes in Oklahoma amount to more than a million and a half dollars, while the total received by the state from trucks is about \$175,000. He told those in attendance that the purpose of the meeting was to make an appeal for justice, that the employees had no quarrel with privately owned automobiles or merchants who own trucks, but that employees do ask for fair play from busses and trucks operating as common carriers. He also made a strong plea for this year's cotton shipments from Valliant and announced that the club was trying to secure a rate on stockyard manure from Fort Worth to points in Southeast Oklahoma, believing it would be of great benefit to farmers. He concluded by asking for expressions from the guests.

Mr. McAllester, of a wholesale house there, responded, saying that he and his employees were loyal friends

of Frisco Lines and that he would like to see the Frisco get all of the business men, farmers and Frisco employees. Mr. Smith, a local distributor of ice, also made a brief talk. A general discussion followed.

The meeting the Hugo club held at Idabel, June 5, brought out a total attendance of approximately 100 business men, farmers and Frisco employees. W. L. Piercy, agent at Idabel, introduced the visiting employees, following which S. Kelton took over the chairmanship of the session.

Mr. Kelton pointed out that the purpose of the Hugo club in meeting with the people of nearby towns was to foster a clearer understanding between Frisco Lines and its patrons and to regain business that had been lost to busses and trucks. He compared the regulation and the taxes of railroads and their competitors and called attention to the benefits a railroad brings a community.

Following Mr. Kelton, Mr. Herron, of the Idabel Flour and Feed Company, spoke briefly, saying that his company had always been friendly to Frisco Lines and that he believed with the inauguration of store door delivery a great deal of business would be regained. Judge Arnett, district attorney, urged loyalty to the railroads as pioneers who had developed that section of the country, and Mr. Sprague, an Idabel attorney, made an interesting talk in which he said that while he owned a bus line, he did not believe highways should be built parallel to railroads to offer competition, but that highways should be built for the use of private cars and regulation should be put into effect to curb high speed busses and trucks which are crowding the privately owned car. Mr. Garrison, roundhouse foreman, then told the meeting of the strict government regulations that must be complied with before a locomotive can be operated. The session was closed with a general discussion.

Members of the Hugo club were luncheon guests of the Durant Chamber of Commerce May 29. L. K. Hughey, secretary of the Chamber of Commerce, was chairman of the meeting, which was well attended by both organizations.

Mr. Hughey praised the members of the club for their loyalty to the company and called upon J. H. Davis, dispatcher, who introduced the members of the Hugo group. S. Kelton, the first speaker, made an interesting talk in which he forcefully presented the case of the railroads faced with un-

HERE'S No. 3 WELL

Well No. 3 on the property of the St. Louis-San Francisco Railway Company at Oklahoma City was brought in June 1, at a depth of 6,369 feet. The well was allowed to flow for one hour and produced at the rate of 35,000 barrels of oil and 62,000,000 feet of gas in a 24-hour period.

This is the third of a total of five wells to be drilled on this property. Well No. 1 was brought in last December with estimated production of slightly less than 40,000 barrels of oil and 43,000,000 feet of gas daily. Well No. 2 was brought in January 28 with an estimated production of 37,800 barrels of oil and 26,000,000 cubic feet of gas each 24-hour period.

fair competition and asked for the support of business men. H. F. DeLozier, traveling freight and passenger agent of Tulsa, was then called on and made a brief talk in which he dwelt chiefly upon store door delivery.

Judge Fugeson stated that unequal regulation was not only an injustice to railroads but an imposition upon the public. He said that without the taxes paid by railroads the schools of Bryan County could not run more than two months a year. E. P. Hall, a Durant hardware merchant, spoke briefly on unfair competition and urged all business men to give railroads their patronage.

The Hugo club met at Antlers, May 22, with a large group of business men and farmers of that city. H. M. Cloud, trainmaster, presided in the absence of S. Kelton, president of the organization.

Mr. Cloud made an exceptionally instructive talk in which he emphasized the benefits of railroads both to Antlers and the nation as a whole. He pointed out that equipment on Frisco Lines is maintained at a high standard and called attention to this as a safety factor in the transportation of freight and passengers.

S. T. Cantrell, superintendent, told the meeting he had under consideration a plan for expediting mail service at Antlers. Paul J. Stewart, legislator from the district, made the closing talk. He said his sympathy was with railroads and that he believed a large share of their business is secured because of loyal employees. He also said that in his opinion regulation could be effected in Oklahoma both by new legislation and the enforcement of existing laws.

The meeting which the Hugo Frisco Employees' Club held May 15 with the employees and business men of Boswell was attended by about seventy-five and was marked by instructive talks followed by enthusiastic discussion. This was one of the series of meetings which the Hugo organization gave recently in neighboring towns.

The meeting was opened with a short talk by W. A. Henry, agent at Boswell, who told of the amount of tax the Frisco pays toward the support of the Boswell community, particularly toward the upkeep of the schools. S. Kelton, president of the Hugo club was the next speaker. He outlined briefly the problems confronting the railroad and asked for suggestions and criticisms. He called particular attention to the company's difficulty in meeting unregulated rate cutting of other competition.

Judge Whitley, city attorney of Boswell, was the third speaker. He pointed out the need of co-operating with railroads and said he thought that store door delivery would be an excellent thing. He agreed with Mr. Kelton that busses and trucks should be regulated and called attention to the damage they had done to the highway between Boswell and Hugo. Mr. Jenner, a leading farmer of the Boswell community, told the meeting he believed the railroads could get more business from the farmers by giving them further help in finding markets for their products. He said he used the Frisco's passenger and freight service whenever it was possible to do so. Sam Potashnick, a Boswell merchant, said that he was solidly behind the Frisco. He reported a recent instance in which he had ordered goods to come over Frisco Lines and they had come by truck. Instead of accepting them he gave the driver orders to take them back.

W. P. Roberts, brakeman, made a brief talk in which he pointed out a number of markets for farm products and promised to assist Boswell farmers by getting in touch with several reputable produce merchants for them.

At the conclusion of the meeting Mr. Kelton introduced the remainder of the Hugo club members and thanked all for their attendance.

Cape Girardeau, Mo.

Discussion of the Educational Tours to Pensacola, Fla., which are conducted by Uncle Charlie Baltzell, was the chief topic before the meeting of the Cape Girardeau Frisco Employees' Club, held June 4. Twenty-five members and one visitor, E. P. Olsen, assistant superintendent, were in attendance.

St. Louis Cardinals Use Frisco Lines for Springfield Game



This excellent photograph of the St. Louis Cardinals' baseball team, with its members clad in "civvies," was taken at train No. 5 recently, when the team went to Springfield for an exhibition game with the local team there. Now Frisco rooters for the "Red Birds" can see how their favorites look in street clothes. The men are, standing, left to right:

Harrison Will, of Frisco Lines; Ray Blades, Toney Kaufmann, Jim Bottomley, Mike Gonzales, Chas. Gelbert, Frank Frisch, Jos. Benes, Clyde Wares (coach), Geo. Watkins, Allyn Stout and Gus Mancuso. Kneeling, Andy High, Clarence F. Lloyd (secretary), "Sparky" Adams, Ernest Orsatti, Rip Collins and Pepper Martin.

J. T. Hulehan, general agent, made a brief talk in which he explained the tours to Pensacola and asked all present to secure passengers for them. Mr. Olsen also made a talk following which the session was given over to a general discussion of solicitation.

St. Louis, Mo.

The Frisco Men and Girls' Clubs of St. Louis and the St. Louis Terminal Employees' Club chartered the steamer St. Paul for a trip down the Mississippi river the night of June 17. Six hundred tickets were sold in advance and a number more at the boat.

There was no special program planned, however, the outing was an enjoyable get-together for the three big St. Louis clubs. Those who attended enjoyed the dancing and various concessions on the boat and returned to the wharf at the foot of Eads bridge at about 12:00 p. m.

Girls' Club, Springfield, Mo.

The Frisco Girls' Club of Springfield, Mo., gave a bridge party at the Sorosis Club there, May 18, for members and their friends. About fifty attended.

The committee which arranged the affair was comprised of Miss Ann McClernon, chairman, and Misses Maud Bedell and Savina Felin. Plans were made by this club to join with the Springfield Frisco Men's Club in a strawberry festival.

KEEP ERRORS DOWN

Seventy-five fewer errors were made in handling shipments on Frisco Lines during May than during April, according to a statement issued June 9 by J. L. McCormack, superintendent of freight loss and damage claims, Springfield, Mo. Errors during May totaled 292 and during April 367.

Among the stations which compete for the Group One least-error pennant, Tulsa had the best record during May, handling 21,225 shipments with four errors. This was the seventh consecutive month that station has captured the pennant of its group.

In Group Two the pennant was won by Birmingham. Twelve errors were made there in handling 13,079 shipments. This made the sixth consecutive month that station has won the Group Two pennant.

Three stations, Wichita, Chaffee and Hugo, had perfect records in the Group Three competition. Since the pennant was held at Wichita at the end of May, it was allowed to remain there during the first ten days of June, following which it was sent to Chaffee for ten days. It was then sent to Hugo for the remainder of the month. A total of 3,040 shipments were handled at Hugo, 2,033 at Chaffee and 2,304 at Wichita.

A WOMAN TELEGRAPHER

(Continued from Page 8)

is her hobby. The yard of the Fellows home at Newburg is a riot of gay spring flowers, and during her leisure hours, Miss Fellows has transplanted to her garden a variety of wild flowers from the surrounding hills. There is a profusion of deep purple flags, snap dragons, tulips and bridal wreath around the home, with the early spring roses just about ready to burst into bloom.

While she has taken trips to California, New York and Florida, she has a desire to visit Canada and Cuba and plans to do so at some future date.

She says that she has learned to realize what an old timer told her when she first started her career, that there was music in the sound of the telegraph key. And should one be privileged to be near her when she sends a message, they, too, would feel that music, as with deft fingers she brings a rhythmic beat from the key, giving and receiving messages which make for the safe handling of Frisco trains over the Eastern division.

Chinese Patient (over telephone): "Doc, what time you fixee teeth for me?"

Doctor: "Two-thirty, all right?"

Chinese Patient: "Yes, tooth hurty me all right, but what time you want me to come?"

Tulsa Entertains 2,800 Musicians May 21-23

TULSA threw back her shoulders and stepped in march time May 21, 22 and 23 when 2,800 student musicians, members of picked high school bands from all sections of the country, came there to compete for honors in the National High School Band Contest.

The occasion presented a visual and auditory picture unequalled there before. Gold and silver plated instruments flashing in the sunlight. Strutting drum majors. Sidewalks thronged everywhere as youthful groups, resplendent in gray uniforms, paraded streets filling the air with swinging tempos of crashing cymbals, silvery, crackly trombone notes, booming drums, clear, liquid tones of cornets carrying melody parts, throbbing harmonies of baritones and altos, the deep um-pah um-pahs of tubas and piccolos trilling above all. Ovations for world-famous bandmasters. Impromptu parades. Practice sessions. Uniformed members of dissembled bands working through crowds. Music and color everywhere.

Bands began arriving May 20 and by noon the next day most of them were there. Coming on the same trains with bands were around three hundred aspirants for honors in the solo and ensemble contests and a number of prominent leaders, most of whom served as judges. Chief among them were John Philip Sousa, New York; Edwin Franko Goldman, director of Goldman's band, New York; Will Earhart, director of music in the Pittsburgh public schools; A. Austin Harding, Chicago, director of the University of Illinois band; Frank Simon, director of the Armco Concert band, Middleton, Ohio; Carl Busch, composer, Kansas City; Ernest S. Williams, Ithaca, N. Y.; Karl L. King, director of the Municipal band, Fort Dodge, Ia.; Victor J. Grabel, director of the Chicago Concert band; Capt. Charles O'Neill, director of the Twenty-second Regimental band, Quebec, Canada, and N. De Rubertis, Kansas City.

The contest got under way the morning of May 21, when the preliminaries began and during the 21st and 22nd the bands competed. Most of the contests were completed the 22nd. There was a meeting of the National School and Band Association the morning of the 23rd and at 11:30 that morning all of the bands paraded to Skelly Field.

That it was the biggest crowd and the biggest parade in Tulsa, was the opinion of many. Approximately 20,000 persons crowded the downtown



Who has not been set atingle as a band played the stirring strains of John Philip Sousa's incomparable "Stars and Stripes Forever?"

The Frisco photographer took this picture of the great conductor on May 21 just before the 77-year-old master band leader boarded the "Meteor" for Tulsa. Mr. Sousa served as a judge in the National High School Band Contests held there May 21 to 23.

streets to hear and see the forty-two marching bands. At Skelly Field, the marching contests were held and following these the entire Tulsa meeting came to a climax when all of the groups massed into a single band of 2,800 pieces and John Philip Sousa, 77-year-old king of conductors, mounted the leaders' stand. After a rising ovation by the crowd, he led this giant band in one or two marches and then brought the event to a glorious close as he masterfully cut the air with his graceful baton and swung the entire group into the spirited strains of his own composition, the march of marches, "Stars and Stripes Forever."

Finals for several of the bands held in the evening of May 23rd completed the contests. Winners in the different divisions were as follows: Class A, Joliet, Ill.; Class B, Hobart, Ind.; Class C, West DePere, Wis. Marching contests: Class A, Aurora, Ill.; Class B, Menasha, Wis., and Class C, West DePere, Wis.

An event of exceptional interest in connection with the meeting in Tulsa was a Pawnee Indian ceremony the afternoon of May 23, in which Sousa was made a chief in that tribe. To the Pawnees he is now "Chief Singer." The title was conferred upon him by

CASUALTIES DECREASE

Total casualties on Frisco Lines decreased 29.4 per cent during May and 28.8 per cent during the first five months of this year, both in comparison with the corresponding periods of last year, according to a statement on the subject issued June 9 by H. W. Hudgen, director of accident prevention.

Casualties among employees decreased 39.3 per cent in May, compared with that month a year earlier and 38.4 per cent during the first five months of the year compared with that period of 1930. Among the different departments, the greatest reduction was in the maintenance of way department, amounting to 60 per cent during May and 44.8 per cent during the first five months. Mechanical department had the second greatest reduction during May, a decrease of 22 per cent and the transportation department was second during the first five months with a reduction of 38.8 per cent.

Among the different classifications of non-employees the licensees showed a decrease of 73.1 per cent in casualties during May and a decrease of 49.2 per cent during the first five months.

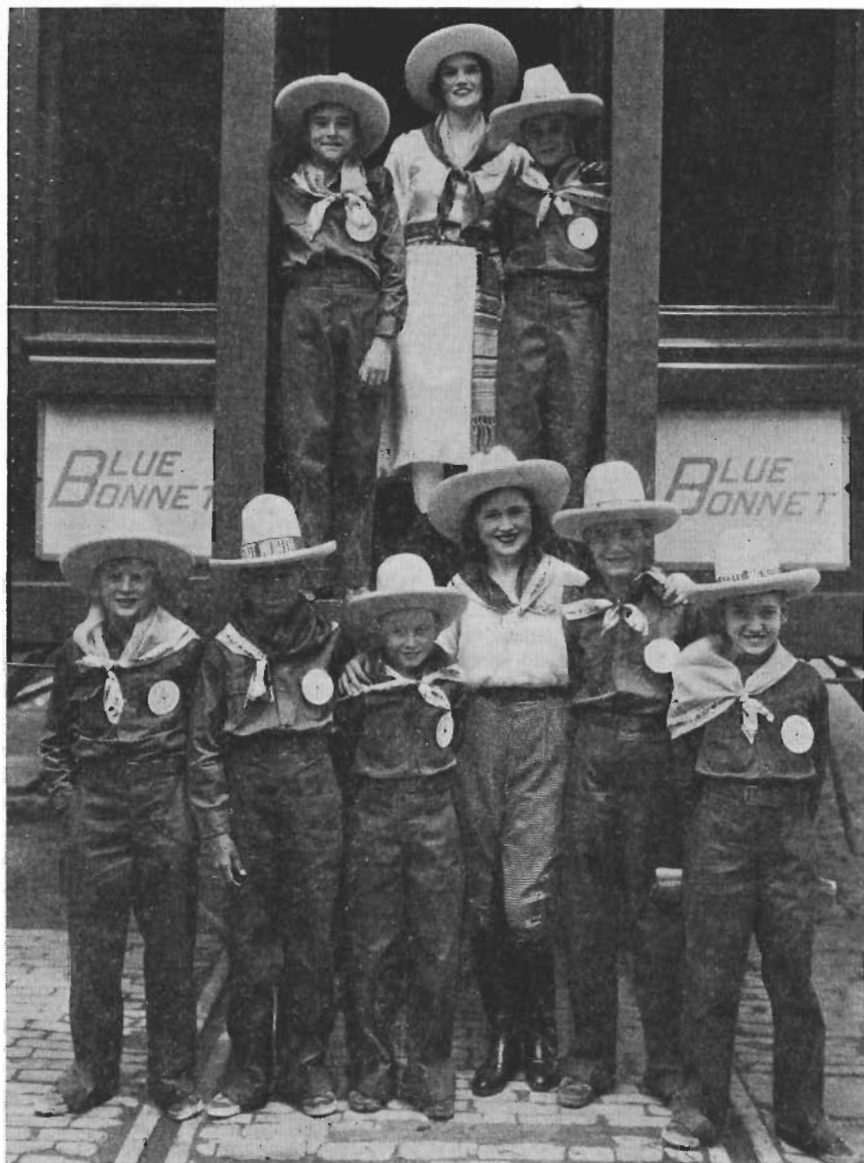
a group of chieftains and Maj. Gordon W. Lillie, widely known as "Pawnee Bill."

Frisco Lines played an integral part in the success of the entire occasion by transporting a large portion of the bands as well as prominent leaders and others to and from Tulsa. About fourteen musical organizations with a total membership of around 1,000 used the Frisco and so did many of the conductors. Both Sousa and Goldman availed themselves of Frisco service. This was the first national gathering to be welcomed to Tulsa through the recently opened Union Depot there.

Since the contest, Frisco traffic officials have received numerous letters from the various groups which chose Frisco service commending the service accorded them. Among those who wrote praising the service were John Toman, alderman of the 23rd Ward in Chicago, who accompanied the Harrison High School Band of Chicago; James Hughes of the Nicolet High School Band of West De Pere, Wis.; O. V. Walters, principal of the Aurora (Ill.) High School, and A. R. McAllister, director of the Joliet (Ill.) High School Band.

The Girl on the Front Seat revises the ancient proverb to read: Eat, drink and be wary.

Ft. Worth Boy Singers to Washington



Miss Alyne Hoffman is standing on the rear platform of the Bluebonnet while grouped around her are members of the Panther Boys' Glee Club of Ft. Worth. They are: Ed Gutkowski, Vernon Burdick, Kenneth Moyer, Alwyn Belcher, Dave Diez, Melvin Taylor and Eston Taylor. Miss Helen Sheppard, who aided Miss Hoffman in chaperoning the boys, is standing on the ground.

SEVEN boys from the Panther Boys' Glee Club of Ft. Worth, Texas, accompanied by their instructress, Miss Alyne Hoffman, boarded the Frisco's Bluebonnet for St. Louis, on May 30, en route to Washington, D. C., where they were to be received by President Hoover, and sing their western songs.

The seven boys were picked from the club for the best school grades and for vocal excellence.

"We can get a dime just for showing our hands if President Hoover shakes hands with us," one of the youngsters chuckled, "and a quarter

I guess, for shaking with the boys when we get back!"

Kenneth Moyer, with a sprinkling of freckles and an engaging grin, is the baby of the group and also the soloist. He will sing the principal parts of a group of cowboy songs that will be the Panther Boys' repertoire back-ground.

The boys are not at all snobbish in being selected to represent the club. No sir!

They're going to send back plenty of post cards with the inscription, "Having a fine time—wish you were with us."

CAR DAMAGE DOWN

A car damaged by rough handling on Frisco Lines becomes more and more an exception as the year progresses. This is emphasized in the statement on the subject issued June 6 by the office of the car accountant, Springfield, Mo., which shows that during the first five months of 1931 a decrease of 45.5 per cent was effected in the number of cars damaged by this cause in comparison with the corresponding period of last year and the monetary amount of this damage decreased 66.4 per cent.

The per cent of increase in the number of cars handled per car damaged amounted to 51.9 during the first five months of this year compared with those months last year, and the per cent of decrease in the amount of damage per car handled was 59.55 per cent in the same comparison.

Of the Frisco divisions, Central had the best record, going through the first five months without damage to a car. A total of 115,477 cars were handled there. Northern division was second handling 368,207 cars with damage to but five of them and South-western division was third, handling 349,452 cars and damaging six.

Among the terminals, the best record was made at Tulsa where 293,699 cars were handled with damage to six. Kansas City was second with eight cars damaged out of 278,477 handled, and Springfield third, handling 270,230 cars with damage to eleven.

No cars were damaged on Texas Lines during the first five months of the year. A total of 48,471 were handled there. During the first five months of last year eight cars were damaged there out of 54,091 handled and during the same period in 1929 the same number was damaged out of 60,000 handled.

O. R. C. LADIES MEET

Mrs. Della Snyder, agent for Frisco Lines at Osage Hills, Mo., was hostess on June 4 to the Ladies' Auxiliary to the O. R. C. Thirty-two members and twenty guests were present.

A luncheon was served to the guests at 1:00 p. m. on tables attractively decorated in California poppies and snapdragons. Following the luncheon, Mrs. Geo. Coleman of Webster Groves was presented with a solid brass teapot and tray by the members, in honor of her re-election as chairman of the Grand Executive Committee to the National Convention of this auxiliary, to be held in Kansas City, Mo. Mrs. Katherine McClure, also of Webster Groves, made the presentation speech.

YOU CAN HELP SAVE!

Frisco Cost Figures Show Many Places for Expense Reduction

NUMEROUS suggestions have been made for securing more business for Frisco Lines, so that its revenue might be increased during the period of depression. When car loadings and revenues decrease, a saving must be made at some point to offset the total.

The old adage, "a dollar saved is a dollar earned", has never been so true as it is today, and feeling that the great army of Frisco employes are not aware of the tremendous expense of maintenance costs of a railroad, the following figures are submitted for careful perusal.

During 1930 \$1,320.81 was spent in the purchase of ink. Considering the amount one may secure in a five-cent bottle, this amount seems enormous. A total of \$8,432.10 was expended for carbon paper. Here is an item within the scope of every typewriter operator on Frisco Lines. How easy it is to neglect to turn the carbon upside down and secure its full worth, than to use it only on one end of the sheet. Next time, before throwing carbon paper away, be sure that you have gotten its full value.

Another item appearing on the stationery budget is pencils, and \$3,248.05 was spent for this item alone in 1930. Figuring ten thousand employes, this would mean an average of eighteen pencils per annum, per person. Here is another item where conservation may be applied, and the requisitions for additional pencils be curtailed.

The stationery department advises that an adding machine ribbon costs 87½ cents and a typewriter ribbon nearly 17 cents. When these costs are known, it is felt that every operator will not request new ribbons until the old one is completely worn out.

Other items of staggering amounts, considering their small part in the maintenance of offices, follow: Gem clips, \$292.95; mucilage and paste, \$550.97; pins, \$309.92; letter heads, \$2,379.22; twine, \$2,704.04; steno note books, \$598.65; typewriter and adding machine ribbons, \$2,419.47; envelopes, \$8,595.13.

In the maintenance of way department, approximately \$2,020,292.51 was spent for track tools and equipment during 1930. Among the items appears the following: Ballast, \$66,692.00; cross ties, \$1,540,708.03; tie plates, \$249,501.18; track spikes, \$61,537.84; track bolts, \$27,596.80; nutlocks, \$7,953.56; rail anchors, \$20,601.75; boat spikes, \$4,797.80; continuous joints,

All-Expense Tour to Washington Attracts 125



THE large group of Frisco patrons which appears above was photographed at Oklahoma City just before boarding a Frisco Lines special at 7:00 a. m., June 9, for a six-day All-Expense Educational Tour to Washington, D. C. About twenty-five additional passengers joined the group at Tulsa. This excursion, which was arranged by Frisco Lines in co-operation with the B. & O., was personally conducted by J. B. Miller, athletic director of Tulsa University, and

Hershel Emery, director of physical education in the Oklahoma City public schools. The trip was featured by a diversity of scenic and educational attractions, including the Ozark and Allegheny mountains, the historic Harper's Ferry, Mt. Vernon and the birthplace of Benjamin Harrison, and instructive trips through the Federal government buildings in Washington. The all-expense fare from Oklahoma City was \$52.50 and from Tulsa \$49.15.

\$7,754.19; derails, \$553.20; cattle guards, \$6,625.00; bumping posts and stoppers, \$3,989.40; scythes, \$1,518.00; track chisels, \$99.90; oil, \$20,363.76.

It would be interesting to know how many ties were replaced that had another six months' or a year's service in them; how many tie plates, track spikes, bolts, etc., were wasted through loss or by the failure to re-use a spike or a bolt that was still fit for service; how many spikes and bolts and other track material are lying upon the right-of-way that could be picked up and used and if not fit for use could be sent to the reclamation plant to be disposed of as scrap. Frisco dollars, spent in maintenance of way equipment would go much further if the fact were impressed on every man concerned, that a tie plate costs 18 cents; spikes, \$2.54 per cwt.; bolts, \$3.46 per cwt.; nut locks 3 cents each. It will indicate to them the importance of saving every item of this kind they possibly can.

In the one item of scythes alone, the \$1,518.00 worth represents 132 dozen or 1,584 scythes. If track

tools are taken care of in the proper manner, and the fact made known that these scythes cost approximately \$1.00 each, it is believed that more care will be taken to prolong their life.

Costs for equipment used by the mechanical department employes show that \$433,802.52 was spent for brass and bearings; \$18,259.82 for babbitt; \$13,630.59 for tubing; \$78,250.80 for bolts and \$40,987.91 for nuts. In addition to these items, \$35,785.42 was spent for grease; \$75,912.85 for waste; \$146,818.16 for lubricants for locomotives; \$401,695.14 for water for locomotives and \$4,949,497.81 for fuel.

It is the earnest desire of every officer of the Frisco Railroad to operate the railroad safely; they want to give the maximum in service and dependability, but they also want to do this with a minimum of expense. It simply simmers down to a matter of the personal co-operation of each and every employe on the Frisco System and it is that co-operation which the officers earnestly solicit at this time.

CONDUCTOR HEATH RETIRES

(Continued from Page 11)

knows practically every engineer, fireman, conductor and brakeman on the Frisco, and as General Chairman of the Conductors he became well acquainted with the officials with whom he handled adjustments for that organization.

He proudly boasts that he has never testified for or against a railroad, and never had but one passenger and one brakeman injured in his 49 years of service as a conductor.

Mr. and Mrs. Heath have three sons and one daughter. The sons are Fred L., who is with the McDonald Company, industrial engineers, of Chicago; Chauncey, a real estate man of St. Louis; Russell, with the Burroughs Adding Machine Company of Chicago, and Mrs. Vernon Baker, who resides in Wilson, Kan. They have eleven grandchildren. They also have two adopted children, Miss Anna Heath and Mr. John Heath, now living in the home with them.

Their home is located just a block from the Frisco station at Webster Groves and on the Frisco's main line. Every train over the Frisco's Eastern division is in direct view of the house. Mr. and Mrs. Heath have lived in this Webster Groves property for twenty-three years and during all that time she has been on the porch at the appointed time to wave to him as he brought his train in from the west. It is a fitting coincidence that their courtship and their married life should be marked in much the same way. Mrs. Heath was born in Pulaski, Iowa. Her home was just a short distance from the railroad and her first recollection of Mr. Heath was one day when she was standing in a nearby field and his train passed. He was then serving the Burlington as baggageman. They waved to each other. The next day she waved again and he threw off a newspaper to her. When she opened it she found his card. The next day she threw a newspaper with her name and address into the baggage car. They began to correspond, much against her parents' wishes. The correspondence continued for six years and finally ended in their marriage. During their courtship she would wave to him as he passed through the town, and now, it seems fitting that for the past twenty-three years she has stood on her Webster Groves home porch and waved him a farewell as he left on his run, and a greeting on his return.

On Friday, June 5th, a group of his

NO WHEAT CLAIMS

F. K. Shrock, agent at Carrier, Okla., and the mechanical forces of Beaumont Sub most assuredly have the careful handling of all cars as the uppermost thought in their minds. At least, their record in moving wheat during 1930 would indicate this for they went through the entire year without a claim or complaint on a single car of the 156 cars handled.

"This is splendid work," was the opinion expressed by J. L. McCormack, superintendent for freight loss and damage claims, in reporting the record to the office of the Frisco Magazine.

old friends from St. Louis journeyed to the Heath home where they presented both Mr. and Mrs. Heath with traveling bags, wishing them both great happiness in his retirement.

Due to his interest in the Veteran's Association, his O. R. C. work and his work in the Presbyterian Church, these two will find life far from dull. They are planning numerous trips to Chicago and to Wilson, Kan., to visit with their children, and they are counting on a family reunion this summer of the entire family, which numbers twenty, including the grandchildren.

As this interview was progressing at the Heath home, the crossing bell at the Webster Groves station began to ring vigorously. "That's my old train," Mr. Heath said. "I always go down and wave to the crew."

And he was standing on the corner of the Webster Groves home lot when No. 9 roared down the track. The engineer, clasping both hands together, waved to him as if congratulating him on his retirement. The brakeman waved a hearty salute and every porter on the Pullman cars, who happened to be standing in the vestibule, getting a breath of air, waved to him.

He hasn't been "weened" away from that train long enough not to experience both a tinge of regret and thrill as it passes his home; a thrill to know that he was conductor of such an outstanding train, and regret that he has reached his seventy years, and must turn the job over to other hands.

He says that he will never lose that interest, and the rumbling of the fast freights and passenger trains by house at scheduled intervals, will keep him in key daily, and his interest will always remain, even though his active service is over.

MORE FAST HANDLING

The recent instances of rapid handling of equipment related below bring additional lustre to the reputation for saving per diem which Frisco employees achieved.

On May 7, Car M-K-T 77390, loaded with flour and feed, was delivered to Frisco Lines at Durant at 10:00 a. m. and moved to Hugo on No. 748 the same day and to Fort Towson on No. 750, May 8. It was placed at 9:55 a. m. on that day and through the efforts of Q. S. Dickenson, agent at Fort Towson, it was released of its lading at 12:30 p. m. and forwarded for Hugo on No. 737 the same day it reached its destination. It arrived at Durant and was delivered back to the M-K-T at 12:30 a. m., May 9. This car moved seventy-five miles, in which it passed through the Hugo terminal.

Car C. B. & Q. 131355, loaded with mixed feed, arrived at Portageville, Mo., at 9:25 a. m., May 16. The consignee was notified five minutes later and by 4:00 p. m. had finished unloading. The car moved out at 5:00 p. m. that afternoon. J. H. Grabel, agent at Portageville, was largely responsible for the speedy handling of this car.

Through the efforts of J. L. Stinson, agent at Rogers, Ark., Car MP 83400, loaded with automobiles, which arrived at this station in Train 733 at 1:45 p. m., May 16, was unloaded, released and forwarded for home in Extra 4005 at 10:35 p. m. on the same day it was received.

On May 23, Car IC 164039, loaded with automobiles, was received at Dora, Ala., in Extra 1202 at 1:07 p. m. and was placed at 1:09 p. m. It was released at 4:30 p. m. and interchanged to Illinois Central at 5:00 p. m. on the day it was received.

J. A. Moran, superintendent of the Eastern division, reports the splendid case of rapid handling that follows below:

Car C. B. & Q. 133548 loaded with corn, from Cambridge, Neb., was received at Aurora in train 49 the morning of April 29. It was placed at the Majestic mill elevator there at 11:00 a. m., released at 2:00 p. m., and forwarded in train 48 the same afternoon.

One of the Two

"Why is it," queried the youth, "that so many people fail to mind their own business?"

"There may be one of two reasons, or both," answered the home-grown philosopher. "They may have no mind or no business."

WINS ESSAY PRIZE

John Garner Awarded \$5.00 for Thesis on "Thrift"

FRISCO sons and daughters over the entire system have received honors during the past school year. They have been valedictorians of classes, winners of essay contests and debates and excelling in all school activities.

Among those on the Southern division to receive an honor is John Garner, 17-year-old son of Fred J. Garner, general foreman at Amory, Miss. John Garner won a cash prize offered for the best essay on Thrift. The prize of \$5.00 was offered by the High School Parent Teachers' Association of that city and seventy-five papers were submitted.

The article, in part, reads as follows:

"Thrift is denying one's self present pleasures for future gain. Thrift is the exercise of the will, the development of moral stamina, the steadfast refusal of temptation.

"Money saving is only a function; it is thrift in its most elemental sense. But the real thrift is thrift in all things and this is the thrift that should be taught in schools of America. For this is the thrift that will give our nation the type of citizens that she will need in the future. From an economic standpoint thrift is a national necessity.

"Whatever thrift is, it is not generosity and after all it is the thrifty people who are generous. All true generosity can only proceed from thrift, because it is not generosity to give money that does not belong to you as in the case of the unthrifty. And I venture to say that all of the great men of our nation were thrifty in more ways than money.

"Andrew Carnegie's definition and thought of thrift is in the following epigram: 'The first thing man should learn to do is to save his money.'

"Thrift is the surest and strongest foundation of an empire or nation and it is so sure and strong that no nation can stand without the foundation of thrift.

"Now the American Society for Thrift is making steps toward having thrift taught in the schools as a subject and is paying out large sums of money to accomplish this feat. It is suggested that in a community where thrift is not taught in schools, the parents send for outlines for teaching this topic to the children as well as learning it themselves.

"To the individual wishing to make a practice of thrift, it is suggested that a definite record of every penny be kept and how it is earned and

Celebrate Fiftieth Wedding Anniversary



THE photograph above shows thirty-two members of the family of Mr. and Mrs. Pat W. Conley, gathered to celebrate the Conley's Fiftieth Wedding Anniversary at the old home in Chicago, Ill., May 10, 1931. Mr. Conley is superintendent of terminals for the Frisco at Tower Grove, Mo., and he is seated in the second row, directly above the row of grandchildren. Mrs. Conley sits at his right. They were married in Chicago fifty years ago, and have lived in St. Louis for the past twenty-five years.

Two of the sons are now with the Frisco and one with the M-K-T Railroad. Harold is with the Frisco fuel department in St. Louis and Hobart is agent at Cheltenham station. The group pictured above is complete with the exception of John and Joe Conley, their wives and two children each. These two families, residing in Chicago, were confined at home with the flu.

There were sixty-six at the celebration, which included ten children and twenty grandchildren of the couple. Mr. Conley was 18 and his bride 17 when they were married.

spent. At the end of the month each item of the record should be gone over and from that a budget be prepared for the next month. In this budget there should be eliminated all expenditures which are considered unnecessary or wasteful. Make it a definite point to save systematically; lay aside from your earnings a fixed sum daily, weekly or monthly. Make the amount small enough so that there will be no danger of becoming disheartened and it will be found that the saving habit becomes a most useful one after one has begun it.

"Thrift in all cases is a safeguard for an individual because if he saves his money he will have something to fall back on in case of sickness or unemployment."

He: "Do you think that airplanes will ever supplant automobiles?"

She: "No. Who would want to park in a damp old cloud?"

MEET AT SPRINGFIELD

The midsummer meeting of the General System Board of the Frisco Association of Metal Crafts and Car Department employes was held at the Frisco Building, Springfield, June 11 and 12.

The major part of the time was consumed in ironing out minor kinks and comparing of working conditions at the various points. A few matters were submitted to J. W. Surles, superintendent of motive power, for his approval. These were practically all of a minor character.

Mr. Surles made an earnest appeal for economy in the purchase of material, stressing the fact that the number of dollars to be spent for supplies was limited and it was the duty of every man to save every cent possible on material. The saving on material would, he said, allow more money to be expended for labor.

TAKE MAGAZINE PICTURES Employees Invited to Send in Snap- shots for Publication

GOOD illustrations for the *Magazine* are always needed.

The unexpected picture opportunities—those little human interest episodes that happen quickly, are briefly enjoyed, then gone—are no doubt often captured with pocket cameras of our readers.

Employees who own cameras can take an active part in producing *The Frisco Employees' Magazine*, by keeping the editor in mind whenever good, clear snapshots are made of employees at work or play. Of course, it is necessary that the pictures be interesting, and have as much news value as possible.

There are but a few things to keep in mind in order to put more news value and interest into your pictures. First of all, it should be remembered that people are most interested in **other people and what they are doing**. Snapshots of general views, or scenes minus animation of any kind, may be useful for special purposes, but pictures that hold our attention longer are pictures in which real folks are playing the leading roles, so to speak.

But, the possibilities of making your snapshots interesting and valuable for illustrations in the *Magazine* have not been exhausted by merely having people the center of interest in your pictures.

The next important thing to keep in mind is to have your pictures **tell a story**. By story-telling pictures, we mean that the people, or actors in your snapshots, should be doing something, or at least acting the part in a realistic manner—not merely staring blankly into the lens of the camera.

Everyday picture chances include noon hour activities; informal groups, perhaps a daily ball game, girls' activities. There are week-end and vacation possibilities galore. Pictures showing hobbies or avocations nearly always make interesting snapshots.

A series of good pictures can tell a story of an event as well as a page or two of type. Let's suppose that a departmental outing is the outstanding event of the month. To make the picture story complete, begin by taking pictures as the groups pile into cars at the start. Then at the outing grounds, do the "news photographer" act as inconspicuously as possible to prevent attracting the attention of your subjects. This method will go a long way toward obtaining naturalness in your pictures. Avoid making pictures of stiffly posed groups. The final layout of pictures will be a great deal more interesting if there is a

Frisco Sons Graduate With Athletic Honors



T. W. BENNETT

T. W. BENNETT, general agent for Frisco Lines at Cleveland, Ohio, is decidedly proud of the honors which have been won by his two sons, Thomas W. Bennett, Jr., and Holmes T. Bennett. The two sons graduated this year, Thomas from Duke University at Durham, N. C., and Holmes from Princeton University, Princeton, N. J.

Thomas is 23 years of age and during his college career was captain of the baseball team of 1931. This team won the State Championship under his leadership. He is also a member of Kappa Alpha fraternity (Southern), The Tombs, Red Friars, and Varsity Club. Before entering college, he graduated from the Crafton High School at Crafton, Pa., also from Kiskiminetas Prep school, and was



HOLMES T. BENNETT

the highest honor student ever graduated from "Kiski".

Holmes, better known in Eastern collegiate sports as "Trix", graduated from Princeton on June 16. He is 22 years of age and captained both the Freshman basketball team and the baseball team. He starred on the Varsity football team and played all positions on the baseball team, also took the position of forward on the basketball team. He is a member of the Varsity Club, also the Tiger Inn Club. Before entering college he graduated from the Crafton High School and the Hunn School, the latter at Princeton.

Mr. and Mrs. Bennett were privileged to attend both graduating exercises, as the exercises at Durham were on June 10, and at Princeton on June 16.

picture of the horseshoe tournament winner in action; the "boss" starting a fire, or sinking his molars into a big, fat, juicy hot dog. Races provide lots of action, and close-up pictures of the presentation of prizes put a finishing touch to the picture story.

Pretty girls always make good news picture subjects, but as we have asserted previously, the "actors" should be engaged in some form of work or play. It is said that pictures of children have the most widespread reader appeal, with good animal pictures running a close second.

Instantaneous exposures or "snapshots," as they are commonly called, are usually made while the camera is held in the hands. Before making

an exposure, either time or instantaneous, be sure of four things:

First—that an unexposed section of the film is in position.

Second—that, unless the camera has a fixed focus, it is properly focused on the principal object to be photographed.

Third—that the diaphragm lever is placed at the proper opening.

Fourth—that the shutter is properly adjusted for time or instantaneous exposures, as may be desired.

The camera should be held firmly pressed against the body, and, when the cable release or exposure lever is operated, the breath should be suspended for an instant. The least jar may cause a blurred picture.

WINS ORATORICAL CONTEST

Herbert Foley of Enid Takes First Place in National Event

HERBERT FOLEY, 18-year-old son of W. J. Foley, master mechanic for Frisco Lines at Enid, Okla., has been announced as the winner of the National Oratorical Contest, sponsored by the Presbyterian Church, U. S. A., held at Pitts-



HERBERT FOLEY

burgh, Pa., on May 27. He represented the Southern region. Previous to this Mr. Foley had won the annual High School local oratorical contest, also the district, and state contests sponsored by this church.

Mr. Foley is a graduate of the 1931 class of the Enid High School and was president of the senior class as well as president of the student body, and of the local chapter of the National Forensic League and Debate Squad. He is a three-year-letter man on the High School football squad.

He is a member of the Oklahoma High School Honor Society and was unanimously chosen by the State Organization of the Sons of the American Revolution as the most outstanding and valuable pupil of Enid High School.

The graduation exercises at the Enid High School were held the night of May 28th, and Mr. Foley was returning from the National Oratorical Contest at Pittsburgh. He got off the train at Columbus, Ohio, and took an airplane for Tulsa. His father met him at Tulsa and drove him to Enid and they arrived at the affair just seventeen minutes before the exercises began.

HONOR J. W. MORRILL

When "Uncle Billy" Morrill, former accident prevention agent, was retired in November his friends from St. Louis and surrounding cities planned to go to his home in Pacific and present him with an arm chair and a library lamp. The day before the gathering, sleet and snow made the highway practically impassable, and the meeting was postponed. But his

PRAISES HOSPITAL STAFF

Those Frisco employees who have had occasion to visit the Frisco Employees' Hospital at St. Louis, Mo., have, without exception, given high praise to its efficient management, and the pleasing atmosphere and excellent service which they have received.

Among the most recent and enthusiastic patients was Miss Rose Resnick, secretary to J. R. Koontz, vice-president in charge of traffic. Miss Resnick wrote the following note in commendation of service received:

"The motto of the Frisco Employees' Hospital in St. Louis might well be 'Come unto me and Ye shall find peace'. When the nerves are quieted, it becomes a haven of peace and contentment.

"The writer had occasion to spend a few days in the hospital in May of this year, and those days will always be remembered. I believe in marking the time when a full realization was had of the value of the Hospital Association to the employees of the Frisco Railroad.

"Dr. Woolsey and his entire staff at the St. Louis Hospital deserve the greatest praise for their humanitarian work. The spirit of service and good will, which is so much a part of the work of the hospital organization from early morn until the day and the night is done, is something which the employees cannot prize too highly. The doctors and the nurses are ever ready and willing to extend that helping hand with which their profession has ennobled them. Their day begins with the dawn and does not end until every aching head and ailing heart is comforted and so it is that they truly live a life of service, ever blessing the unfortunate.

"With all the strife and struggle for man's supremacy in this cosmic world, we employees of the Frisco can well be thankful that we have in addition to other benefits, the Frisco Employees' Hospital Association with its call of 'Come unto me and Ye shall find peace'."

friends were determined to see that his retirement was marked by a fitting celebration however, and on June 10 approximately fifty of them went to Pacific where they tendered a banquet in honor of Mr. and Mrs. Morrill, in the basement of the Presbyterian church of Pacific.

Mr. Bob Sherry, Frisco engineer, out of St. Louis acted as toastmaster and called upon "Uncle Billy's" friends, seated at the tables, who wished both him and Mrs. Morrill continued happiness. Following the dinner the guests went to the lovely home of the Morrill's where they played games on the spacious lawn.

A DEPENDABLE BOY

Leroy Gregg, 11-year-old son of J. D. Gregg, coach cleaner at Oklahoma City, has shown that he possesses one

trait which is valued by friends and employers above most every other, and that is dependability. He was awarded a certificate of perfect attendance by the State Board of Education of Oklahoma, when he completed Columbus Elementary School



LEROY GREGG

this spring. He will go to Capitol Hill Junior High School next fall with a record of being neither absent or tardy for six and one-half years. In addition, he is a star pupil and finished Columbus with all "A's" in his school work.

WRITES SAFETY SONG

It is to be doubted if there is any employe on the entire Frisco system, not connected with the accident prevention department, more interested in the matter of accident prevention and safety first than R. L. Klein, general foreman at the Frisco's Seventh Street Freight Station.

Mr. Klein's recent contribution regarding accident prevention is in the form of a song entitled, "The Choo Choo Train". He composed the words of this song and the music was written by a cousin, Hy Baum.

This is his second song. The first was entitled "Safety or Sorrow", and had a wide distribution among Frisco employes. The air and words were both "catchy", and Mr. Klein has had the pleasure of hearing it sung by members of the various Frisco clubs.

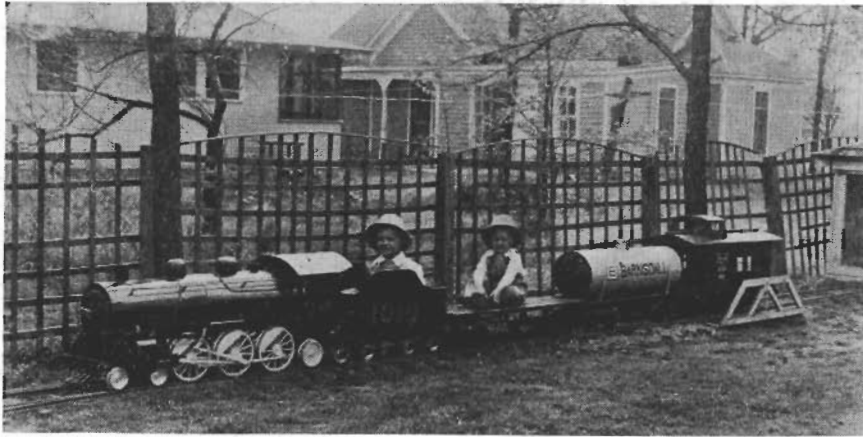
Words to the second song, "The Choo Choo Train", are as follows:

"Think of safety all day long,
Know your onions, sing this song;
Practice caution night and day,
Don't ever get in a locomotive's way."

CHORUS:

"Stop, Look and Listen! For the Choo Choo Train,
Or you will never look natural again.
The Choo Choo train has the right of way,
So plant seeds of caution, night and day.
Stop, look and listen, or you'll pay the toll,
Playing Zum-Zum-Zum on the bass viol in St. Peter's band,
So once again,
Stop, look and listen for the Choo Choo train!"

These Frisco Boys Drive Their Own Train



BOBIE and Billie Nichak of Baxter Springs, Kan., are more fortunate than most boys. They do not have to resort to store-made engines and trains.

Their father, Claude H. Nichak, who serves the Frisco as interchange clerk at that point, has built a miniature locomotive and train for them and it operates on a track around the Nichak back yard.

The locomotive is all metal, with wheels of aluminum and the balance

of steel. It is equipped with air brakes and an air whistle. The engine weighs 210 pounds and is ball-bearing. The Barnsdall Refining Company of that city paid for the little tank car which is seen in the train.

Mr. Nichak intends to use the locomotive in parades to advertise the Frisco, but when it is at home, it is the delight of his two sons.

Mr. Nichak has been in the employ of the Frisco for twenty-one years.

MEET AT MULBERRY

W. L. Huggins, Jr., director of publicity, was the principal speaker at the "Frisco Night" banquet which the Luncheon Club of Mulberry, Kan., gave May 15. Approximately 300 citizens of Mulberry and out-of-town guests were in attendance. Besides Mr. Huggins, the following made talks: C. K. Sims, assistant superintendent; J. O. Armstrong, division engineer; E. A. Miller, general agent; E. E. Swafford, president of the Fort Scott Frisco Employees' Club; J. W. Slaughter, Railway Express agent, and Fred Darling, supply clerk, all of Fort Scott. Dr. H. Gees of Mulberry was toastmaster.

Huggins spoke on the immense amount of support that is available for Frisco Lines in the local points upon the system and particularly praised Mulberry for the preference it has shown the Frisco. He also gave some interesting and convincing figures on taxes and payrolls which demonstrated the value of the Frisco to Mulberry and vicinity.

The dinner was prepared by the ladies of the Mulberry Church of God, and immediately following the meal a program of vocal and instrumental music was given. E. E. Tatum, agent at Mulberry, arranged for the attendance of Frisco officials and employees which featured the evening.

END BOWLING LEAGUE

The Frisco Girls' Bowling League of St. Louis celebrated the close of its fourth season, May 7, with a banquet at the Mark Twain hotel at which prizes were awarded and officers for next season were elected. Twenty-two members and one visitor were in attendance.

Miss Agnes Wangler, president of the league, made the presentation of prizes to teams and individuals, and in an election that followed, Miss Lillian Kulage was elected president and Miss Cecelia Andres was chosen for the vice-presidency. Miss Marge Droste was re-elected secretary and Mrs. Louise Gibson was again selected as treasurer of the organization, making the fourth consecutive time she has succeeded herself. Miss Wangler was presented with a summer purse as an expression of appreciation for her tireless efforts while leading the organization. On the program at the banquet were Miss Mary Crane who sang several popular songs, accompanied at the piano by Miss Melba Talbot, and Mrs. Gibson, who gave several humorous readings. Arrangements for the banquet were made by the league's entertainment committee comprised of Misses Margie Byrne, Lillian Kulage and Genevieve Proost.

TRAINS 97.4% ON TIME

Frisco Lines maintained its usual high standard of passenger train performance during the month of May by operating 4,392 trains 97.4 per cent on time, according to a statement on the subject issued by the office of the general manager, June 4. During May of last year 4,250 passenger trains maintained the same percentage of on time performance.

Of the Frisco divisions, the highest percentage of on time performance was made on the Western division where 155 trains were operated 99.4 per cent on time. River division was second highest, operating 796 trains 99.1 per cent on time. Southern division was third with 806 trains 98.8 per cent on time.

Records on other divisions during May were, Northern, 1,054 trains, 95.9 per cent on time; Southwestern, 713 trains, 96.8 per cent on time; Central, 310 trains, 98.4 per cent on time, and Eastern, 558 trains, 95.7 per cent on time.

SHOPMEN PICNIC

As this magazine goes to press, the Frisco Association of Metal Crafts and Car Department Employees are giving their annual picnic at Monett, Mo., June 25, at Monett's beautiful city park.

Great preparations have been made to make this event even better than in previous years. Plenty of amusements have been planned, including a big barbecue dinner, games and contests and a most elaborate array of prizes have been offered by the local merchants and others, to be given the winners of the contests. The beautiful swimming pool at the park, will be open to the visitors without cost and in conjunction with the picnic, there will be a short, but worthwhile program of speaking. A Frisco orchestra from Springfield will furnish music for dancing during the evening, which will bring the day's activities to a close. All the food, cold drinks and other amusements are offered gratis to the picnickers.

Invitations have been sent out to all locals on the system to attend the picnic and it is hoped that every Frisco shop, or at least some department of it, will be represented.

Winifred: "Did you reach the end of that new book you were reading?"
Wilfred: "No; but I loaned it to a friend and that finished it."

"Bear up!" said the lawyer. "We may still win this case. I haven't exhausted all the means—"

"But you've exhausted all mine!" interrupted the client gloomily.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent, St. Louis

DURING the month of May, 1931, we accomplished a saving of 7 pounds per 1,000 gross ton miles in fuel consumed in freight service on the system.

Our performance for May, 1931, was 151 pounds per 1,000 gross ton miles as compared to 158 pounds May, 1930, or a saving of 4.43 per cent. This is considered a nice reduction, since the gross tons per train mile decreased from 1,491 tons in May, 1930, to 1,449 tons in May, 1931.

The Southern division again had the highest percentage of decrease in freight service, their performance having decreased from 161 pounds per 1,000 gross ton miles May last year to 139 pounds May this year, or a decrease of 13.66 per cent.

The Texas Lines had the second highest percentage of decrease, their performance decreasing from 153 pounds per 1,000 gross ton miles May last year to 140 pounds May this year, or 8.5 per cent, this was made possible through the increase in train haul of 13.5 per cent this year over last.

The River division performance decreased from 152 pounds last year to 140 pounds this year, or 7.89 per cent. Its train haul, however, decreased from 1,680 tons last year to 1,633 tons this year.

Passenger service performance over the system was the same as May last year, that is 14.7 pounds per passenger car mile, however, the Eastern division which was the only division that enjoyed a decrease this year, is to be congratulated upon their splendid performance, as its decrease of 6.02 per cent completely off-set the increases on the seven other divisions, although the cars handled per train mile fell off 4.72 per cent May this year, as compared to May last year.

The performance obtained from switch service operations is still far from the mark desired in most cases, although it is gratifying to note that the River division during both April and May this year has shown a substantial decrease over the corresponding months last year. Its decrease being the largest on the system.

Springfield terminal had a decrease of 10.33 per cent May this year as compared to May last year and St. Louis terminal being the only other terminal to show a decrease over last year with a decrease of 3.24 per cent. Since the performances are constantly getting lower, it goes without saying

that the individual performances are also being bettered continually. Many names appear in every issue of our *Magazine* of the crews who are taking much interest in fuel economy and following are some of the good performances which have recently been observed:

EASTERN DIVISION

Rolla Sub: Engineer SIDERS, fireman FOWLER, engine 1507, train 10, Newburg to Springfield, June 11, handled 1,666 passenger car miles, burned 1,159 gallons oil, performance .61 gallon per passenger car mile.

Engineer E. COLE, fireman SWEATT, engine 15, train 32, Newburg to Lindenwood, June 1, 1931, handled 255,800 gross ton miles, burned 11 tons of coal, performance 86 pounds per 1,000 gross ton miles.

Engineer ELDER, fireman THOMPSON, engine 1502, train 10, Newburg to St. Louis, May 17, handled 1,666 passenger car miles, burned 907 gallons oil, performance .53 gallons per passenger car mile.

Engineer PEARSE, fireman WILSON, engine 1514, train 5, St. Louis to Newburg, May 17, handled 1,428 passenger car miles, burned 1,108 gallons oil, performance .77 gallon per passenger car mile.

Springfield Sub: Engineer DAVIES, fireman ROBINSON, engine 1505, train 10, Monett to Springfield, May 14, handled 800 passenger car miles, burned 480 gallons oil, performance .60 gallon per passenger car mile.

Engineer NULPH, fireman STEWART, engine 1516, train 3, Springfield to Monett, May 14, handled 396 passenger car miles, burned 347 gallons oil, performance .89 gallons per passenger car mile.

Engineer W. F. EGE, fireman C. A. ELLIS, engine 1304, train 48, Monett to Springfield, March 31, handled 60,360 gross ton miles, burned 11½ tons coal, performance 198 pounds per 1,000 gross ton miles.

Joint trains 7 and 8 between Monett and Muskogee: Engineer C. A. PREWETT, fireman LEWERS, train 7, engine 1506, May 28, handled 1,496 passenger car miles, burned 930 gallons oil, performance .62 gallons per passenger car mile. On return trip same crew on engine 1506, train 8, May 29, handled 1,716 passenger car miles, burned 1,100 gallons oil, performance .64 gallon per passenger car mile.

Lebanon Sub: Engineer KING, fireman EARP, engine 1504, extra train, Springfield to Newburg, May 26, handled 254,000 gross ton miles, burned 1,911 gallons oil, performance 7.5 gallons per 1,000 gross ton miles.

Engineer McCLELLAND, fireman Shellcut, engine 1504, train 2/35, May 27, Newburg to Springfield, handled 199,000 gross ton miles, burned 1,511 gallons oil, performance 7.6 gallons per 1,000 gross ton miles.

St. Louis Terminal, May 28: Engineer DONAHOE, fireman HYNES, burned 337 gallons oil, performance 83 gallons per switch locomotive mile.

WESTERN DIVISION

Engineer MacFARLINE, fireman YOUNGMAN, engine 1325, Enid to West Tulsa, June 5, handled 232,440 gross ton miles, burned 1,575 gallons oil, performance 6.7 gallons per 1,000 gross ton miles.

Engineer DALE, fireman CAMPBELL, engine 1337, Enid to West Tulsa, June 6, handled 224,160 gross ton miles, burned 1,500 gallons oil, performance 6.7 gallons per 1,000 gross ton miles.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer J. MOORE, fireman McCOLLOUGH, engine 4150, Afton to West Tulsa, May 6, handled 168,480 gross ton miles, burned 1,109 gallons oil, performance 6.6 gallons per 1,000 gross ton miles.

Oklahoma Sub: Engineer ATKINS, fireman R. G. MARTIN, conductor CROSBY, brakemen ELLIS and TUCKER, engine 4109, train 432, May 30, Oklahoma City to Tulsa, handled 278,000 gross ton miles, burned 1,713 gallons oil, performance 6.1 gallons per 1,000 gross ton miles.

Engineer MASON, fireman R. G. MARTIN, conductor SLAYTON, brakemen DENNISTON and LONG, engine 4163, Oklahoma City to Tulsa, May 29, handled 301,000 gross ton miles, burned 1,611 gallons oil, performance 5.3 gallons per 1,000 gross ton miles.

Tulsa Terminal, May 25: Engineer BRYANT, fireman R. B. ALEXANDER, engine 3804, burned 393 gallons oil, performance 97 pounds per switch locomotive mile.

Engineer ALLRED, fireman ALEXANDER, engine 3802, burned 400 gallons oil, performance 99 pounds per switch locomotive mile.

Engineer NICHOLSON, fireman E. DUCKWORTH, engine 3803, burned 400 gallons oil, performance 99 pounds

per switch locomotive mile.

Engineer GARTON, fireman RHUARK, engine 3800, burned 393 gallons oil, performance 97 pounds per switch locomotive mile.

Engineer STANCILL, fireman McCANN, engine 1205, burned 462 gallons oil, performance 114 pounds per switch locomotive mile.

Engineer BURNETT, fireman J. J. RHUARK, engine 3800, burned 459 gallons oil, performance 113 pounds per switch locomotive mile.

NORTHERN DIVISION

Kansas City Sub: Engineer F. O. LARSON, fireman HARMON, engine 4219, train 130, Ft. Scott to Kansas City, May 15, handled 385,700 gross ton miles, burned 13½ tons coal, performance 70 pounds per 1,000 gross ton miles.

Engineer R. McCURUM, fireman LACKAYE, engine 4215, train 130, Ft. Scott to Paola, June 3, handled 261,800 gross ton miles, burned 8 tons of coal, performance 61 pounds per 1,000 gross ton miles.

Kansas City Terminal: Engineer BALKER, fireman WINGREN, engine 1236, May 12, on duty 8 hours, burned 3 tons coal, performance 125 pounds per switch locomotive mile.

Afton-Parsons Sub: Engineer J. M. KOST, fireman J. DEW, conductor E. L. MONARE, engine 4108, extra north, Afton to Ft. Scott, May 23, handled 391,000 gross ton miles, burned 17 tons coal, performance 84 pounds per 1,000 gross ton mile, including terminal consumption.

Wichita-Burrton Sub: Engineer PHILLIPS, fireman MALMGREN, engine 4013, train 334, Wichita to Neodesha, May 21, handled 204,480 gross ton miles, burned 10 tons coal, performance 97.5 pounds per 1,000 gross ton miles.

Engineer PORTER, fireman BIGGERSTAFF, engine 4013, train 332, Wichita to Neodesha, May 29, handled 255,300 gross ton miles, burned 12 tons coal, performance 94 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Willow Springs Sub: Engineer BAKER, fireman SLATER, engine 4202, train 131, Springfield to Thayer, June 8, handled 262,000 gross ton miles, burned 12 tons coal, performance 91 pounds per 1,000 gross ton miles.

Memphis Terminal: Engineer HOMER THOMAS, fireman J. W. HART, in mixed service with engines 3679 and 3717, May 19, on duty 8 hours, burned 11.9 tons coal, performance 47 pounds per switch locomotive mile.

Engineer J. S. WALKER kept daily record of work performed from March

OFFER \$500 REWARD

The St. Louis-San Francisco Railway Company on June 15 offered a reward of \$500.00 for the arrest and conviction of the party or parties guilty of tampering with its tracks near Eureka, Mo., the night of June 14. The offer will continue for nine months. A tie was removed from under the track and a rail joint disconnected, evidently by vandals. Fortunately the condition was discovered and the damage repaired in time to prevent an accident.

23 to April 23 on engine 987. During that time fireman W. W. JOLLY served 15 days and fireman JOHN PRIEST 11 days and various firemen served the balance of the time. They handled 2,356 cars and made 1,467 engine miles, burned 83 tons coal for a performance of 113 pounds per switch locomotive mile.

RIVER DIVISION

St. Louis Sub: Engineer HILDERBRAND, fireman HUTCHISON, conductor ROBBINS, brakemen FORD and LATHAM, engine 4024, Chaffee to St. Louis, June 6, handled 351,200 gross ton miles, burned 13 tons coal, performance 74 pounds per 1,000 gross ton miles.

Engineer RICE, fireman ANSELUM, conductor YOUNT, engine 4030, train 839, St. Louis to Chaffee, June 8, handled 246,500 gross ton miles, burned 9 tons coal, performance 73 pounds per 1,000 gross ton miles.

TEXAS LINES

St. L., S. F. & T. Sub: Engineer G. O. WYATT, fireman H. J. GEST, engine 742, (Saturated) train 40, local freight, Ft. Worth to Sherman, May 12, handled 100,714 gross ton miles, burned 2,153 gallons oil, performance 21.3 gallons per 1,000 gross ton miles.

Engineer J. C. McCLAIN, fireman FELIX ROSE, engine 1243, train 34, Ft. Worth to Sherman, May 29, handled 156,672 gross ton miles, burned 938 gallons oil, performance 5.97 gallons per 1,000 gross ton miles.

F. W. & R. G. Sub: Engineer A. N. WALKER, fireman R. B. SNOW, engine 1243, train extra north, Brownwood to Ft. Worth, handled 134,252 gross ton miles, burned 1,562 gallons oil, performance 11.5 gallons per 1,000 gross ton miles.

Engineer T. B. STEPP, fireman J. B. CHESHER, engine 1261, train 35, Ft. Worth to Stephenville, May 26, handled 79,960 gross ton miles, burned 910 gallons oil, performance 11.3 gallons per 1,000 gross ton miles.

MERITORIOUS SERVICE

SOUTHERN DIVISION

June 4—George C. Harbour, helper, Holly Springs, Miss., informed assistant superintendent of car PRR 568179 received from Illinois Central with no light weight or load limit stenciled on it, the car having been weighed by the Illinois Central. Upon receipt of that information the car was restenciled. Five merits.

May 31—C. O. Massey, operator, Mountain Grove, Mo., discovered brake beam down on car in Train 237 and notified the conductor. Commended.

RIVER DIVISION

May 21—John Baker, section foreman, Lilbourn, Mo., discovered brake rigging dragging under car in Train Extra 4010, north, at Lilbourn and notified crew. Commended.

May 15—E. J. Harrell, conductor; M. B. Craig, brakeman, and C. E. Ormsbee, engineer, assisted in putting train away at Hayti after Motor Car 2117, Train 881, broke down on main line while no yard crew was on duty. Commended.

SOUTHWESTERN DIVISION

May 12—F. W. Loyd, engineer; O. L. Foster, fireman; G. A. Anderson and V. H. Landrum, brakemen, all of Oklahoma City, assisted in loading two cars of sheep at Altus, saving delay to an important second-class train. Five merits each.

May 13—M. E. Heinzman, operator, Sapulpa, noticed brake rigging dragging on ASIX 160 in 444. Five merits.

May 13—Vassel Walker, section foreman, Catoosa, flagged Train 442 and notified crew that brake beam was dragging. Five merits.

May 29—J. Haynes, conductor, and C. F. Carl, brakeman, both of Oklahoma City, assisted in making temporary repairs when carrier iron on car of gasoline came down. Five merits each.

BIRMINGHAM TERMINALS

S. R. Preston, engine foreman; G. S. Smith, switchman, and J. L. Overby, night general yardmaster, found dome cap off car of benzol and made necessary repairs. Commended.

J. C. Frazier, engine foreman, noticed vinegar sloshing from car and tightened top, correcting the condition. Commended.

Oscar the Operator allows that a patrol wagon isn't much of an automobile, but it'll do in a pinch.

The Pension Roll

LLEWELLYN BURGOYNE PECHNER, general lumber foreman, store department, Springfield, Mo., was retired April 30, having reached the age limit. He was born at Manhattan, Kansas, April 20, 1861, and was educated in the public schools there. At the age of twenty he entered the employ of the Santa Fe and, after working for that road a number



L. B. PECHNER

of years, he came to Frisco Lines October 1, 1909, as a lumber foreman at Springfield. In 1915 he was promoted to the position of general lumber foreman. He married Lettie J. Parrish at Topeka, Kan., in 1883, and to them was born one daughter who died in infancy. Mr. and Mrs. Pechner live at 507 East Locust Street, Springfield. Continuous service of 21 years and 7 months entitles him to a pension allowance of \$47.75 a month, effective from May 1, 1931.

WILLIAM WEBSTER CAMPBELL, conductor, Northern division, was retired December 13, 1930, because of total disability. He was born at Fort Scott, Kan., January 10, 1871, and attended school there. In 1886 he entered the employ of the Kansas City, Fort Scott and Gulf, and after working for a time for that road and the Missouri-Kansas and



W. W. CAMPBELL

Texas Railroad, he entered the service of Frisco Lines as a brakeman at Pittsburg, Kan., January 8, 1895. He later served as a yardmaster at Monett and as assistant trainmaster. He became a passenger conductor in 1898. He married Janet Braidwood at Pittsburg in February, 1891, and to them were born two sons, both of whom are living. Mr. and Mrs. Camp-

Nine Frisco Lines veteran employes, with combined service of 226 years and 3 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held May 18, 1931, at the St. Louis general office.

bell live at Monett, Mo. Continuous service of 25 years and 1 month entitles him to a pension allowance of \$44.90 a month, effective from March 1, 1931.

JOE HOWARD MACKEY, switchman, Fort Smith, Ark., was retired December 4, 1930, because of total disability. He was born in Ohio, June 7, 1867, and was educated in that state. After working as a bridgeman on the several roads, he came to Frisco Lines October 10, 1898, as a switchman at Ft. Smith and served in that capacity until retirement. He married Margret Smith at Charleston, Ark., February 24, 1903. Mrs. Mackey is deceased. Mr. Mackey lives at 508 North Fourth Street, Fort Smith. Continuous service of 32 years and 1 month entitles him to a pension allowance of \$47.85 a month, effective from May 1, 1931.



JOE H. MACKEY

CHARLES ELRA STEVENS, section foreman, Lenexa, Kan., was retired February 13, 1931, because of total disability. He was born at Mercer, Ohio, June 15, 1872, and was educated in Kansas. He entered the service of Frisco Lines in the early nineties as a section laborer at Lenexa, Kan., and was promoted to section foreman there July 1, 1897. He married Annie O. Skelton at Rose-dale, Kan., October 15, 1899, and to them were born nine children, all of whom are living except three. Mr. and Mrs. Stevens live at Lenexa. Continuous service of 19 years and 6 months entitles him to a pension allowance of \$23.35 a month, effective from May 1, 1931.

COLUMBUS WASHINGTON TAGGARD agent operator, Fordland, Mo., was retired March 15, because of total disability. He was born at Marshfield, Mo., June 20, 1866, and attended public schools in Missouri. He entered the service of Frisco Lines as agent-operator in March, 1886, at Mountain View, Mo., and served in that capacity until retirement.



C. W. TAGGARD

He married Miss Virgie Elizabeth Stickland at Pomona, Mo., July 17, 1904, and to them was born one son. Mrs. Taggard is deceased. Mr. Taggard lives at Fordland, Mo. Continuous service of 40 years and 11 months entitles him to a pension allowance of \$46.15 a month, effective from May 1, 1931.

ZACK MAJOR DUNBAR, chief maintenance clerk, general manager's office, Springfield, Mo., was retired February 15, 1931, because of total disability. He was born at Washington, Ind., August 29, 1879, and was educated there. After engaging in railroad and other work for some time, he entered the employ of Frisco Lines as an accountant, chief engineer's office, St. Louis, May 8, 1906. He later served successively in the positions of general clerk in the vice-president and general manager's office, St. Louis, chief contract clerk, and maintenance clerk, in the general manager's office; assistant chief clerk to general superintendent; contract clerk and general clerk under J. E. Hutchison; chief transportation clerk and chief maintenance clerk, general manager's office. He married Margaret Anderson at Washington, Ind., December 15, 1903, and to



Z. M. DUNBAR

them were born five children, all of whom are living except one. Mr. and Mrs. Dunbar live at 732 Lincoln St., Springfield, Mo. Continuous service of 24 years and 8 months entitles him to a pension allowance of \$55.75 a month, effective from May 1, 1931.

PLEASIE MCCALL HOWARD, conductor, River division, was retired May 20, 1930, because of total disability. He was born at Fulton, Ky., August 21, 1876, and was educated in the public schools of Tennessee and Illinois. After working for the P. T. & A. Railway (now a part of the N. C. & St. L. Railway) and the Illinois Central, he entered the employ of Frisco Lines at Cape Girardeau and worked there three years, following which he worked for the C. R. I. & P. at Little Rock, Ark., for eighteen months. He then re-entered the service of Frisco Lines at Caruthersville, Mo., as a brakeman and was promoted to conductor in 1920. He married Miss Minnie F. Owens at Portageville, Mo., November 6, 1902, and to them was born one daughter. Mr. and Mrs. Howard live at 221 Frates Avenue, Chaffee, Mo. Continuous service of 21 years and 8 months entitles him to a pension allowance of \$29.90, effective from May 1, 1931.



P. M. HOWARD

entered the employ of Frisco Lines at Cape Girardeau and worked there three years, following which he worked for the C. R. I. & P. at Little Rock, Ark., for eighteen months. He then re-entered the service of Frisco Lines at Caruthersville, Mo., as a brakeman and was promoted to conductor in 1920. He married Miss Minnie F. Owens at Portageville, Mo., November 6, 1902, and to them was born one daughter. Mr. and Mrs. Howard live at 221 Frates Avenue, Chaffee, Mo. Continuous service of 21 years and 8 months entitles him to a pension allowance of \$29.90, effective from May 1, 1931.

GEORGE WASHINGTON CATHCART, signal maintainer, Rogersville, Mo., was retired January 23, 1931, because of total disability. He was born at Stanford, Ind., December 21, 1870, and was educated in the public schools of Monroe County, Ind. After engaging in a number of kinds of work, he entered the employ of Frisco Lines as a timekeeper with a steel laying gang on the Southern division, July 31, 1905. For a number of years he worked as timekeeper, then served successively as assistant foreman and timekeeper, and as foreman. On December 15, 1908, he



G. W. CATHCART

entered the employ of Frisco Lines as a timekeeper with a steel laying gang on the Southern division, July 31, 1905. For a number of years he worked as timekeeper, then served successively as assistant foreman and timekeeper, and as foreman. On December 15, 1908, he

entered signal construction work and from July 14, 1910, until retirement, he was in signal maintenance work on the Southern division. He married Miss May Ruff at Memphis, Tenn., January 19, 1904. His first wife died August 28, 1923. His second marriage was to Mrs. Unta Watts at Rogersville, Mo. Mr. and Mrs. Cathcart live at Rogersville, Mo. Continuous service of 20 years and 5 months entitles him to a pension allowance of \$29.80, effective from May 1, 1931.

ALBERT HENRY MONFORT, machinist, Kansas City, Mo., was retired February 19, 1931, because of total disability. He was born in Indiana March 15, 1862, and was educated in Indianapolis. After working for several railroads, he entered the service of Frisco Lines, September 10, 1910, as a first-class machinist at Kansas City. He married Miss May Jeffry in 1884 at St. Joseph, Mo. His second marriage, which took place in 1906, was to Miss May Jackson at St. Joseph, Mo. He is the father of three children, two of whom are dead. Mr. and Mrs. Monfort live at 3434 Michigan Avenue, Kansas City. Continuous service of 20 years and 4 months entitles him to a pension allowance of \$28.75 a month, effective from May 1, 1931.

In Memoriam

WILLIAM RILEY ABERNATHY

WILLIAM RILEY ABERNATHY, pensioned coach cleaner, died at his home in Cape Girardeau, Mo., May 21. He was born September 16, 1851, at Pocalontas, Mo., and entered Frisco service as a laborer in the car department at Cape Girardeau in August, 1905. He was employed in various capacities in the mechanical department there until retirement September 30, 1921, when he reached the age limit. He leaves a widow, Mary E. Abernathy, who lives at 330 South Middle street, Cape Girardeau. His pension allowance was \$20 a month and during his lifetime he was paid a total of \$2,320.

FRANK H. BROADSTREET

FRANK H. BROADSTREET, pensioned agent-yardmaster, died at Snyder, Okla., May 20. He was born May 30, 1861, at Oregon, Ill., and was educated there. He learned telegraphy on the Santa Fe and entered the service of Frisco Lines November 30, 1889, as agent at Beaumont, Kan. He served as cashier-operator at Winfield, Kan.,

and Carthage, Mo., and agent at Carl Junction, Mo., Oswego, Kan., and Granby, Mo. On July 7, 1907, he was made agent at Snyder and worked in that capacity until May, 1923, when the position of yardmaster was abolished there and the duties it entailed added to those of the agent. He served as agent-yardmaster until retirement February 6, 1928, because of total disability. He married Ida E. Fawler of Whitewater, Kan., January 21, 1891, and to them were born two daughters and one son. His pension allowance was \$61.55 a month.

WILLIAM LINCOLN MILLER

WILLIAM LINCOLN MILLER, pensioned engineer, died at the St. Louis hospital June 7. He was born at West Lebanon, Ind., July 11, 1862, and entered service of Frisco Lines as an engineer August 19, 1898. He was promoted to passenger engineer about 1912 and served in that capacity until retirement April 29, 1929, because of total disability. His pension allowance was \$79.45 a month and during his lifetime he was paid a total of \$1,668.45.

GEORGE ZABUD HOLMES

GEORGE ZABUD HOLMES, retired B&B foreman, died at his home 215 East Jackson St., Hugo, Okla., June 4. He was born April 17, 1867, in Hamilton County, Ill., and attended the schools near his home. On August 22, 1897, he began his service with Frisco Lines on the section at Wyandotte, Okla. He was promoted to the position of section foreman on October 16, 1897, and later to B and B foreman at Francis, Okla. Mr. Holmes was retired from active service August 24, 1928, because of total disability. His pension allowance was \$33.65 and during his lifetime he was paid a total of \$1,110.45.

JAMES W. VINING

JAMES W. VINING, second trick operator at Weleetka, Okla., died May 16 at the Oklahoma State Hospital at Norman. He was born at Pine Bluff, Ark., April 30, 1869, and attended school there. At an early age he entered the employ of the old Hot Springs, Little Rock and Western as an operator. Later he became chief dispatcher on that road. When that road merged with the Iron Mountain he went to the M. K. & T. He afterwards worked for the Cotton Belt, Missouri Pacific, Rock Island and several other roads, coming to Frisco Lines on March 30, 1917. He held various positions at Sapulpa and was a telegrapher there until shortly prior to his death.



Homemakers' Page



Summer Brings Variety to Your Daily Menu

“ALL sorts are here that all the earth yields, variety without end,” said Milton.

This suggestion of the poet might influence the food imagination of the housewife in the summer time. Fresh vegetables, fresh fruits—truly, variety without end. That is what she has to choose from.

Although our city wives have the joy of fresh vegetables transported from the rotating crops of California, Washington and the southern and midwestern states all winter, the housewife in smaller towns usually has to wait for spring to indulge in the preparation of a great variety of fresh vegetables and fruits. Then she can give her family all the vitamins, all the iron and other minerals they need.

The noodle ring with creamed chicken is a delicious and nourishing main dish, for it combines eggs and milk. Eggs are exceptionally cheap this season, so you can use them sparingly.

Vegetable salad is very refreshing and can be arranged attractively in individual salads or served in a pottery bowl at the table. If the strawberries in your garden are not ripe yet or your market has not received a shipment of them, buy frozen strawberries. They have the true fresh fruit flavor and natural color.

Below is a summer menu which will prove most appetizing:

NOODLE RING WITH CREAMED CHICKEN

Hot Biscuit Iced Tea (Mint) Butter

Spring Vegetable Salad
(Radishes, carrots, green onions, shredded leaf lettuce, cucumber, sour cream dressing)
Strawberry Ice Cream

In making the combination salad, use a combination of thinly sliced crisp radishes, green onions and cucumbers and shredded new carrots. Sprinkle with salt and toss lightly together with a sour dressing made of two parts milk to one part vinegar. Serve on shredded leaf lettuce.

For the noodle ring with creamed chicken try the following:

2 4-oz. Pkgs. broad noodles	4 eggs
2 qts. boiling water	1 cup milk
1½ tsp. salt	Black pepper
	2 tbsp. butter

Drop noodles into boiling water. Add salt. Boil briskly 10 minutes. Drain. Rinse in cold water and drain again. Measure noodles. There should be four cups. Add beaten eggs, milk and pepper. Turn mixture into well buttered ring mold, dotting top with butter. Put mold in pan of boiling water and bake in a slow oven 325° F., until set but not brown, about ¾ of an hour. Turn onto cold platter. Fill center with creamed chicken. Yield, 12 servings.

In preparing the creamed chicken take the following:

1 qt. diced chicken	3 cups milk
6 mushrooms	3 cups chicken broth
2 tbsp. butter	Salt
4 tbsp. butter	Pepper
½ cup flour	

Wash, peel and slice mushrooms. Sauté in 2 teaspoons butter about six minutes. Prepare a white sauce of the four teaspoons of butter, the flour, milk, broth, salt and pepper. More salt may be needed if chicken is not well salted. Add chicken and mushrooms and heat thoroughly in top of double boiler. Yield, 12 servings.

Two chicken bouillon cubes dissolved in 3 cups boiling water may be substituted for chicken broth.

And now for the recipe for the strawberry ice cream.

1 qt. strawberries	2 tbsp. lemon juice
1 to 1½ cups sugar depending on sourness of berries	Few grains salt
	2 cups milk

Chill the milk. Mash the hulled, washed berries and put through a potato ricer. There should be two cups of pulp and juice. Add sugar and let stand twenty minutes to dissolve. Add lemon juice and salt; then pour strawberry mixture into chilled milk. Freeze at once in a 1:6 salt-ice mixture. Yield, one and one-third quarts of cream.

If you would like a delicious cake to serve with the cream, try the following recipe for 1-2-3-4 Cake:

3 cups pastry flour	2 cups fine sugar
4 tsp. baking powder	4 eggs
¼ tsp. salt	½ cup evaporated milk and
1 cup fat (half butter)	½ cup water, mixed
	1 tsp. vanilla

Sift flour, then measure. Resift with baking powder and salt. Cream fat. Add sugar slowly and continue creaming until smooth and fluffy. Add

egg yolks and beat well. Add flour mixture alternately with diluted milk, beginning and ending with flour. Add flavoring. Cut and fold in the stiffly beaten egg whites. Bake in a moderate oven (350-475°F.). Spread with Coconut Butter Frosting. Yield, 2 layers or 24 cup cakes.

BE CAREFUL OF THE SUN Light of Old Sol, and Not Heat, Is Beneficial

THE summer season is here once again, and our thoughts turn to week-ends and vacation time. To get “back to nature” becomes the instinctive desire of most of us as we vision the pleasure and health benefits which result from a visit to the seashore, the woods or the farm.

No matter where we go on these junkets away from our “winter quarters,” the sun is certain to play an important part in our activities. Old Sol must be visible in the heavens if we are thoroughly to enjoy out-of-door recreation; he likewise must be on his best behavior if our bodies are to receive all the extraordinary benefits which come from his life-giving rays. The increase in body energy which follows exposure to the sunlight is known to all of us. We feel better and stronger. Our minds become more active and seem able to do more work. There develops, or is increased, in us a feeling of general well-being, of hopefulness. In short, it's great to be alive!

But don't forget that Sol wields a two-edged sword! Remember that it is not the heat but the light of the sun which has these beneficial powers. Sunlight is powerful, and not everyone can stand the same amount of exposure to it. When you lie on the beach in an abbreviated bathing suit taking a sun bath, it is wise to keep this point in mind: Don't experiment rashly with yourself, for you may end up with a bad burn, sunstroke, or other serious illness. The excessive heat of the sun is enervating, destroys appetite, promotes fever, and devitalizes.

It is a fine thing to cover your body with a coat of tan, but it's even more important to acquire it in small doses.

HINTS ON FASHIONS

For those who do not wish to wear evening dresses, but attend evening entertainments and dinners that are not very formal, a semi-evening gown is quite proper. It should be less elaborate than an evening gown, more simple in design, not cut low and may have long or short sleeves. With the semi-evening gown one wears a hat.

The silhouettes for summer maintain the normal waistline, full skirts, and with the length unchanged, averaging 13, 14 and 8 inches from the floor; for sports, daytime and afternoon wear respectively. For evening the ankle length or just above the floor is preferred. For dancing, two inches above the ankle is permissible. Transparent gowns are mounted with short foundations.

Pleats are much in vogue. They create fullness in daytime dresses. Evening dresses show fan pleats and accordion pleat effects. Short sleeves are with us again and are especially new in puffed styles.

Summer woollens are sheer and loosely woven. Shantung is an excellent material for sports wear, especially in the silk and wool mixtures.

Tunic blouses are still with us. They are nice in printed silk with a plaited skirt of plain material. A dress for general wear for shopping or traveling may be of crepe or light weight woolen. It will be smart with the waist in surplice lines, the skirt slightly flared and lingerie collar and cuffs for decoration.

Among sports dresses, fitted and belted, knitted styles are prominent, both fitted and belted in one and two-piece models. The waistline is ribbed and fitted or held in slightly with soft girdle sashes.

Jackets in contrast to the skirt—jackets with short sleeves—reversible jackets—all indicate the popularity of this mode. Long sleeves of blouses show below the short sleeves of jackets. The short jacket suit is shown in linen, shantung and crepe with sleeveless dress or blouse and skirt. A white jacket and black skirt combine well. Collarless necklines on jackets and coats or with small contrasting collars are shown. The collarless neck has created a demand for scarfs.

Embroidered batiste and organdie make lovely cool summer frocks. Pink

Cotton Blouses that "Go Places"



FORGET your clothes, once you have them on. It is the key to chic, says Chanel, who recently went to Hollywood to advise on screen fashions. Chanel, whose name has long been synonymous with youthfulness in clothes, was one of the first of the great Paris designers to sponsor the mode for cottons. New cottons and old favorites vie for favor in the showings of Paris this season.

The mode for suits is growing apace, for nothing is more practical to the wardrobe than a suit, changing its individuality as it does with each change of blouse. In summertime, when varying activities make so many additional demands upon the wardrobe, the smartly suited woman is always in the forefront of fashion.

It has been said this spring that, "By their blouses shall ye know them." With a mode that is extremely partial to the suit, a varied assortment of cotton blouses is quite essential this year. With the appropriate blouse, the same suit that is worn for sports may double for town wear or even teas.

The ruffled peplum and short sleeves give an exceedingly youthful air in the model shown at the left, while the collar and front ruffle add a feminine touch to the jacket costume.

To the right is shown a blouse of tucked net—a Paris favorite for the summer suit. Fine ruchings give a collar and yoke effect. Again the short sleeves and overblouse styling make this model adaptable to many occasions.

organdie embroidered in blue is youthful in a dress shirred at the waistline to hold the fulness of a wide skirt.

White linen skirts are worn with bright blue sweaters bordered with red and white stripes. Street dresses are smart with trimming of white pique. Scalloped bands of embroidery

trim frocks of handkerchief linen.

Reviewing the many interesting fashion displays, one marvels at the skill and artistic ability with which colors and materials have been combined. One sees printed silks with plain silk monotone silk and cloth, silk and organdy, organdy and jersey, lace and chiffon.



Sally Gives Mother a Happy Surprise

SCHOOL was over! And to Sally it was a relief. No more arithmetic problems. No more history—from now on her time was her own, except, of course, when mother asked her to help with the housework. But the afternoons were all free and Sally was prepared to enjoy the summer.

She was only ten years old, and quite studious by nature and took her lessons seriously. She particularly liked her domestic science work, and so when she went for a visit to her Aunt Amelia's, she took great interest in helping prepare meals.

It was summertime. One of these real warm summers, when the thought of hot foods almost took away one's appetite. And so Aunt Amelia prepared cooling salads, fruit drinks, foods without starch and all prepared in most tempting ways.

One evening, as Sally lay in her bed, she received a wonderful inspiration. Of course, Aunt Amelia knew that she was quite competent to get a meal, especially a cool summer one, but Sally's mother had no idea that the course she had been taking in domestic science had prepared her for that task. And so Sally decided that she and Aunt Amelia would plan one of those delightful summer dinners and Sally would select a time when Mother was away for the afternoon, and when she came home, the meal would be prepared.

Sally was anxious to return home and put the idea into practical use, and so that after another week at Aunt Amelia's, she boarded the train for home.

"Now don't forget, dear, plenty of cream in the mayonnaise, and just a pinch of salt, and be sure and let me know how it all comes out," Aunt Amelia said, as the train pulled out of the station.

"I will, and thanks, Aunt Amelia," was Sally's answer as she waved her hand in farewell.

Mother and Dad met her at the station—glad that she had had such a delightful visit and glad that she was home again.

"Was it cool there, dear?" Mother asked.

"No, not very, but Aunt Amelia had such lovely cool things to eat, that it made you forget about the hot weather," Sally said.

"Well goodness knows, it's hard enough to cook these hot days. I wish I could think of something cool to serve," Mother said and Sally smiled. Just wait and she'd show her some really new and tempting summer dishes.

The next morning Sally came downstairs just as Mother was answering the phone. And this is what she heard Mother say:

"Oh, I'd love to come to the party. About what time will it be over? Oh, yes,—well that will give me time to get dinner. It will be a little late, but Sally and Dad won't mind."

And that's all Sally wanted to hear. Here was her chance. She rushed up the stairs and got out the menu Aunt Amelia and she had prepared. She would have the whole afternoon to herself and when Mother came home—well, Sally could see the look of surprise on her face.

Mother dressed and left for the party and Sally, with her notes on the evening meal, went forth into the kitchen.

First Sally prepared the cold luncheon halibut. Then she made the bread and butter sandwiches and the combination salad. She took great pains with the blueberry tarts, and was well rewarded. She had baked them a number of times at Aunt Amelia's, and instead of serving them hot, she was going to serve them cold. She had intended to put whipped cream on the top of the filled tarts and serve them for dessert.

Everybody had ice tea and iced coffee and so Sally planned pineappleade. And she found the crushed pineapple in the kitchen cupboard.

Her plans went along smoothly and by 5:00 o'clock in the evening she had finished.

Then she got her favorite book and curled up in a chair on the sun parlor and awaited the arrival of her

Mother. She read for almost an hour before Mother arrived.

"Oh, but it's hot, and I'm so tired and now dinner to get," was Mother's first remark. She went upstairs and took off her hat and laid her purse on the bed. Sally followed her.

"Mother, you know I've been taking domestic science at school and I thought you'd be tired and I've prepared the dinner for you and Dad this evening. I wish you'd lie down and rest a minute until Dad comes at 6:30 and I'll put it on the table," said Sally.

"Why, dear—I didn't know you could do that. What have you?"

"That's a surprise, Mother, but it will be good, because Aunt Amelia knows that I can get it up all right. You just get comfy and I'll go down and finish it up."

And Mother, glad to relinquish the task to Sally, laid down on the bed.

Soon Sally called, "Dinner is served," and the two came down from upstairs to the dining room. It would be difficult to say which was the most surprised, Mother or Dad.

"Why, Sally, didn't someone help you with this?" asked Dad.

"No, Dad, I learned it all at school and from Aunt Amelia."

"Why, Sally, that salad is better than I ever made in my life. Oh, I'm so proud of you," said Mother.

"Well, school isn't any good if you can't really do the things you learn there, and now that I've shown you I can really get a meal, Mother, may I get them often?"

"Just whenever you like, dear. I'm completely dumbfounded. I'm happy, too, dear, for everything is lovely," said Mother.

And it wasn't long before Aunt Amelia received a letter from Sally, which told her that the meal was a complete success, and she was amused when she read Sally's postscript: "Send me some more ideas, Aunt Amelia. I'm running out and Mother has almost given me charge of the kitchen. It's such fun, but I need your help."

A PAGE OF PRAISE *from* FRISCO FRIENDS

From William Gaterman of the American Stove Company, St. Louis, Mo., to L. W. Price, general agent, Oklahoma City, Okla.

"Yesterday, I boarded your St. Louis train at Oklahoma City, after having purchased a ticket from that point to St. Louis. Upon tendering my ticket to Conductor Wolfe, it was discovered that the destination of my ticket was Tulsa instead of St. Louis. I naturally expected considerable difficulty in getting the matter straightened out. However, Mr. Wolfe asked me to leave the matter entirely in his hands and not to worry.

"Arriving at Tulsa, Mr. Wolfe had a wire from the agent at Oklahoma City correcting the error and authorizing them to furnish me transportation to St. Louis.

"I wish to thank all who were concerned in this matter for the courteous manner in which I was treated. Mr. Wolfe was unusually courteous and in my opinion you are fortunate in having an employee of this calibre in your service."

From H. D. Hardy, of the J. C. Penney Company, Sapulpa, Okla., to J. R. Dritt, agent, Frisco Lines, Sapulpa.

"I am sure that there is no line of endeavor in which time plays a more important part than it does in selling the style of merchandise we handle. It is almost imperative in this day of close operation and small stock to obtain the fastest possible service on goods that can be out of style and out of date over night.

"I just want to take this opportunity of calling your attention to your Freight Bill No. 411, dated May 20, on a shipment of merchandise which was moved out of St. Louis May 19. Just to give you an idea as to how necessary it was that we have this shipment at once: It covered a shipment of men's straw hats which we found we were short on last Monday after Saturday's unusually heavy sale which was prompted by the warmer weather. This order was written Monday morning, mailed Monday evening, filled Tuesday morning and delivered to my back door Wednesday at noon.

"It is simply the writer's desire to take this means of extending to you our appreciation for service of this kind."

From James E. Chandler, Kansas City, Mo., to E. G. Baker, assistant general freight agent, Kansas City.

"I made the round trip over the Frisco between Kansas City and Jacksonville this spring. I have gone over your road a number of times in the last six or seven years, but this spring was the best yet.

"The service is improved in every particular; the roadbed is much better, and the trains handled 100 per cent. In other words you can hardly tell when they are stopping and starting. I commented upon that particular feature when I was traveling with Mrs. Chandler, and at Memphis I got out of the coach and went up to look at the engine because I wanted to see an engine that could handle a train like that one was handled. It certainly was some big mountain of steel.

"The Frisco service between here and Jacksonville is just as near 100 per cent, it seems to me, as it could be made."

From Mr. H. D. Hubbard, of White and James River Farms in the Ozarks, to E. G. Baker, assistant general freight agent, Kansas City.

"Enroute to Havana last January, I traveled on the Frisco, going by way of Jacksonville and also returned by that route.

"Your system is by far better in every respect than other roads used on previous trips, including the smoothness of roadbed, modern equipment, courtesy of employees, on time operation. I have nothing to criticize, but much to commend.

"In the near future, hope to repeat the trip and will choose the same routing."

From Dr. Chalmers P. Woodruff, department commander of the Grand Army of the Republic, St. Louis, Mo., to Mr. Fred W. Dunard, soliciting freight and passenger agent, St. Louis, Mo.:

"Wish to let you know how much all of the members of the Grand Army of the Republic and affiliated organizations enjoyed the trip over your railroad in the special trains which you provided from St. Louis to Joplin and return.

"The equipment in the trains was first class in every particular and your employees uniformly courteous.

"We also all enjoyed very much the

kindnesses and courtesy shown us by your good self, and I will state that it was a real pleasure to have you accompany the trains and administer to our wants and see that everybody was properly cared for."

From Mr. H. A. Howery, superintendent of meters, Kansas City Light and Power Company, Kansas City, Mo., to Mr. E. G. Baker, assistant general freight agent, Kansas City, Mo.:

"On the recent trip which I made to Chattanooga, Tenn., I took the suggestion of your Mr. Fred Phillips, of Lenexa, Kan., and made my reservations through Mr. Werner of your downtown ticket office.

"I took the Sunnyland to Birmingham, Ala., and then across to Chattanooga. This route I found to be a little over \$3.00 longer, but two hours shorter which was very agreeable and acceptable to me. In fact, this routing suited me so well that I returned the same way.

"One thing in particular in connection with this trip I thought you might be interested in, was the untiring efforts of your employees, with whom I came in contact, to make the travel hours pleasurable."

From Mr. F. G. Ricketts, vice-president, Springfield Seed Company, Springfield, Mo., to C. O. McCain, general agent, Springfield.

"We feel that the Frisco, and in particular, your office, the yard office, and the Red Ball Department should be complimented on the service given us on May 20 on Car 162724, Frisco.

"We received an order for this car about 5 o'clock on the date above, and by the excellent co-operation of the above departments, we were able to get the car set, loaded, billed, pulled out and delivered to West Plains by 6 o'clock the next morning.

"Below is part of a letter written to us by the consignee, the Reed-Harlin Grocer Company, in regard to this car:

"It certainly was wonderful service you gave us on that car, giving you the order about 5:00 o'clock in the evening and it was sitting on our track the next morning."

"We certainly thank you for the service given us on this car and want to compliment you and all of the different departments on the handling."



Oh, My!

Stranger at Party: "Very dull isn't it?"

Second: "Yes, very."

Stranger: "Let's go home."

Second: "I can't, I'm the host."

CAN'T SAY YET

"To what do you attribute your great age?" asked the city visitor of Grandpa Josh Gibbons.

"Well, I can't say now," replied Grandpa. "Several of them testimonial fellars is a-dickerin' with me."

PROLONGED GOOD MORNING

A firm of solicitors rang up a stock broker, and the following conversation took place:

"Good morning, are you Mr. Denman?"

"Yes, who is it?"

"This is Hullett, Crafting, Studge, Minardy, Gowle and Scarrow."

"Oh, good morning, good morning, good morning, good morning, good morning, good morning, good morning."

Who?

Three fellows—a doctor an architect and a bolshevist—were talking together, and each claimed that his kind was the oldest and most important.

The doctor said: "When Adam's side was opened to take out a rib to make a woman—that was the first surgical operation."

The architect said: "Yes, but when the earth was made of chaos, before Adam's time, there had to be building plans—and an architect had to make them."

The bolshevist said: "You are right, but who supplied the chaos?"
—Exchange.

HERE AT LAST

Servant Girl: "Madam, master lies unconscious in the hall, with a piece of paper in his hand and a large box alongside."

Mme. X. (Joyously): "Oh, my new hat has arrived."

FAR FETCHED

"Is it true that mosquitoes weep?"

"I don't know, I guess it's possible, I've seen a moth ball."

A Sad Error

A passenger on the steamboat complained to the purser that his clothes were lost.

"What did you do with them," the purser asked.

"Oh, I put them in a little closet with a round glass door."

TRUE TO TYPE

"How did they treat you in Scotland?"

"Reluctantly."

TIT FOR TAT

"You haven't mended those socks."

"No, you didn't buy that coat you promised me."

"No, and I don't intend to."

"Well, if you don't give a wrap, I don't give a darn."

OH! OH!

"Private Rooney," said the cavalry officer, "take my horse down and have him shod."

For three hours the lieutenant waited for his horse. Then, impatiently, he sent for Rooney.

"Private Rooney," he said, "where is that horse I told you to have shod?"

"Omigosh!" gasped the private, growing pale around the gills, "Omigosh! Did you say shod?"

Quick Action

Two old maids were discussing men.

"Which would you desire most in your husband; brains, wealth or appearance?" one asked.

"Appearance," said the other, "and the sooner the better."

TRY THIS

"You are good at conundrums—try this. Take away my first letter, take away my second letter, take away all my letters and I am still the same. What am I?"

"That's easy—you're a postman."

VERY CONSIDERATE

"Yous a liah," said Cal.

"Say dat again," said Wash, "and I'll bust yore jaw."

"Considah it said again."

"Considah yore jaw busted."

Hot Dogs

Ted: "My feet burn like the dickens; do you think a mustard bath would help?"

Ned: "Sure! There's nothing better than mustard for hot dogs!"

AT THE PICNIC

Old Lady (witnessing tug-of-war for the first time)—"Wouldn't it be simpler, dear, for them to get a knife and cut it?"

TO BE REPEATED

Mrs. Sloser heard a man ascending the stairs of the tenement house late at night and, supposing it to be her husband, quickly opened the door and administered a severe thrashing.

After it was all over she looked at the man's face.

"Good gracious!" she cried in shocked tones. "You're not my husband. You're the tenant on the next floor. I'm awfully sorry."

The victim picked himself up.

"And so you ought to be," he moaned. "Now I'll have to go through all that again."

MONEY BACK

Customer—Last week I bought a tire cover from you, and now I want my money back.

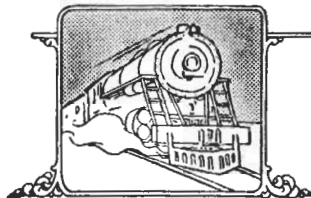
Clerk—Why?

Customer—I put it on one of my tires and hadn't driven 10 miles before the blamed thing wore out!

Kipling's Comeback

When the report went around that Rudyard Kipling was getting a shilling a word for something he was writing, some Oxford students set about "ragging" him. Wiring Kipling a shilling, they said: "Please send us one of your words."

And right back came the answer, "Thanks."



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

SAT in with Local No. 5, St. Louis, May 15. Attendance excellent considering the very hot and sultry night, which did not deter President O. M. Evans from wielding his gavel with customary vigor. A number of applications for membership was received from employees of the Jefferson Avenue Coach Yards. There were several talks on good of the order which might have appeared a bit flat; for Brother Bill Crouch as chairman of the committee on entertainment, had produced a mysterious cardboard box and had begun to caress it somewhat after the manner of the magician who takes white rabbits, goose eggs, and such like out of a gentleman's borrowed hat. But "Bill" knew his stuff; and produced a great quantity of midget chocolate-covered ice cream bricks, and Oh! Boy! they were good.

A stop between trains at Joplin, Mo., on June 5th, presented an opportunity to get better acquainted with our forces at that point. Our genial president, Brother L. O. Foster of Local No. 9, is suffering from an infection in one foot, which appears to be the only unpleasant feature to be discussed. Joplin is quite a revelation to the writer who happened to be one of its "school kids"—forty-five (45) years ago, when Main street ended at Tenth street and before it got its first coat of gravel. Some few of the land marks remain, but only where they are out of the path of progress. Joplin is a striking example of the results obtained when ambition waves its magic wand and issues its commands.

A short stop at Hayti, Mo., on June 13 gave the opportunity to talk over conditions with chairman of shop committee, "Dusty" Rhodes. The local at Hayti has not a large membership but has an unparalleled amount of "zip", which is represented in a full paid-up membership and all matters handled to a conclusion by the local authorities. Here's to you, Hayti, you are indeed a jewel. May you see many happy days, and enjoy them a long time.

June 18 with Local No. 17 at Tulsa. These boys are having a lot of fun on the monthly meeting night and have put on some very clever athletic stunts. The shop contains wrestlers and boxers that would get something more than passing comment in "fast" society. The meeting of this date happened to be for the transaction of business only. On May 17 occurred a joint meeting with the Frisco Employees' Club, in which our boys of the shop matched their mettle with the boys of the other departments and resulted in some very pretty work on the mat as well as in the squared circle.

The members of No. 17's impromptu orchestra have received far less notice than is their due. There is a wonderful lot of talent displayed. At this point we wish to extend our deepest sympathy to Brother H. C. Price in his bereavement. Words are far too empty to express the general sorrow of his fellow workers.

Yale on May 21st. Sat in meeting of Local No. 19. Heard arrangements made for a picnic to be held at Evergreen Park on June 18th, the account of which can not appear in this issue. However, be it said the committee on arrangement have spared neither effort or money to make this a memorable event. It is hoped that all members of the crafts within reasonable reach of Yale will attend, for a general good time is guaranteed. General chairman is invited and expects to attend and try his luck in knocking over a few rag dolls.

It is a pity that injuries to eyes have made another heavy advance. The month of May shows them to have taken second place of all injuries. Many of which are among the shopmen. Brothers: watch this very carefully, don't use imperfect goggles, and above all else do not fail to have a good pair of goggles and be sure and put them on.

Amory, Miss., May 23rd. A between train stop yielded the pleasure of meeting President R. W. Adams and

several of the Brothers of Local No. 24. Amory, on the main artery of commerce, is going lovely, with the goose hanging high.

Chaffee, Mo., May 23. Went fishing with some of the shopmen. The trip consumed all Saturday night, and yielded about 180 pounds of fish. We had the dandiest fish fry that ever was. We ate fish until the world looked level. One member of the party well known to the writer is a bit afraid he will not be able to look a fish square in the eye for some time to come. Attended a live fuel meeting on 25th A. M.

May 25th at Jefferson Avenue Coach Yards, St. Louis. Had a very pleasant visit with the men, found them all busy and apparently happy and enthusiastic about their work, pointing with pride to some of the economies they were able to make, both in reclaimed materials and more efficient workmanship. This body of men have proven themselves to contain much of that indefinite quality that make men men. It is not an easy problem to assemble a group of men of this size from a number of differing points, weld them together into a smooth running machine in the short length of time consumed at this place. General Care Foreman Walter J. Gillespie, Foreman T. J. Boyle, Foreman W. L. Brashear, as well as Committeeman Brother A. J. Thomas, spoke in highest terms of their men as did the men of the supervision. All of which leads your general chairman to believe that his visits to Jefferson Avenue will be strictly of a social nature.

This page of the magazine issue of May carried an appeal to make the month of May a clear record for engine failures. While we did not quite realize our ambition, we did establish the especially good record of having just one lonely failure for a month. There were four consecutive days or ninety-six (96) hours in one stretch when there was not a minute's delay on any train chargeable to failure of equipment of any kind. These items, either one or together are very satisfactory, highly commendable. But we are going just a little better, so here goes a 100% clear month.

Frisco Mechanic Family News

MECHANICAL DEPARTMENT PENSACOLA, FLA.

O. O. OLSEN, Reporter

James Dyer, son of J. W. Dyer, triple rack operator, returned to Tulsa, Okla., after spending a short visit with his father here.

Mrs. J. W. Dyer, wife of J. W. Dyer, triple rack operator, is on an extended visit with her son in Chicago, and stopping off at Denver, and at Helper, Utah, to visit with her daughter, Mrs. K. H. Bankhead, formerly of Pensacola. Mrs. Dyer's many friends wish her a very pleasant trip.

Bob Hodgen, electrician first class, is the proud possessor of a new Chrysler "66". Dick Carleton, machinist first class, has challenged him for a race with his Ford. Dick has confided to his friends that he thinks it is going to be necessary to hold back on his speed so as not to lose sight of Bob.

Joe Sewell, stationary engineer, is struttin' around, proud of his stationary boiler room, air compressor with new railings around it, floor painted brown, and aisle strips painted black.

All the shop boys appreciated the installing of double shower bath in the locker room. I know that all the boys will now "KUMKLEEN."

Hello World. Don't go 'Way. Station KWKH. George J. Maston, Announcer. Mr. Geo. J. Maston, who is traveling in connection with radio stations KWKH and KWEA of Shreveport, La., operated by W. K. Henderson, spoke at the K. of P. Hall on West Garden street, Friday night, June 5th, at 8:00 p. m., on the subject "Unregulated Transportation Buses and Trucks". This meeting was held for the L. & N. and Frisco railroad employees, and was well attended by employees from both railroads, and his subject was very interesting and well received.

Ray Spillman, son of B. E. Spillman, staybolt inspector, will leave this week for Cape Girardeau to visit his sister, Mrs. V. J. McKlinney.

LOCAL NO. 33—HAYTI, MO.

E. B. WHITENER, Reporter

F. C. Larson, roundhouse foreman, spent a few days in Springfield, recently.

J. H. Chronister and wife spent Saturday night and Sunday with C. V. Sigler and family.

Otis Powell, machinist, is in hospital at St. Louis undergoing an operation for gall stones. Last report was, Otis was doing fine.

R. D. Sanders, car inspector, is on his regular shift at this writing. Drewie says the midnight shift is better than the evening shift.

Richard Hayes, extra man, is working at roundhouse as cinder pit man. Richard is working in William Bracken's place and William in Otis Powell's place while in hospital.

Mrs. C. V. Sigler and Mrs. Bert Hall spent one day in Chaffee recently.

M. W. Rhodes, machinist, accompanied Otis Powell to the hospital.

NEWBURG, MO.—LOCAL NO. 32

E. F. FULLER, Reporter

I. E. Fuller visited Mr. and Mrs. C. T. Hale in St. Louis recently.

Harvey Green, who was confined in the Frisco hospital with sinus trouble, is much improved.

Mrs. Dan Malone was a St. Louis shopper recently.

Hugh Courson and family went to Huron, South Dakota, for an extended visit.

Uncle Marion Tankersley is able to

be back to work after a three weeks siege of rheumatism.

Puss Hill has traded his Chevy to Lewis Sisco.

Mrs. Jack Hill and daughter, Gall, are making an extended visit to California and western points.

Mrs. C. D. Ward and sons, Charles and C. D., Jr., visited home folks in Springfield.

Mr. Clarence Willis, car inspector, has been reinstated and is back to work.

Mr. and Mrs. E. F. Fuller, and son, Ronald, attended the Little Theatre play, "Confessions", in Springfield recently in which Edward, Jr., a State Teachers College student, played one of the leads. We are proud to quote a tiny bit from the article of a Springfield newspaper critic in which she said: "Confessions" is one of the finest things that we have seen in this town, amateur or professional—Ed Fuller, as the doughboy who went yellow and was killed and his pal, Joe Ezell, handled difficult parts with the ease of professionals—we can't say enough in praise of the performances which they gave—we have seen the legitimate and cinema versions of the same play and we must say that the members of the cast here played it with much more subtlety and perfection than either of the two others—it is quite a dramatic sketch you know, and when it reached the climax, with Ed Fuller's death scene where he is found by his buddy, a number of the members of the feminine contingent were dabbling at their eyes with their lacy kerchiefs."

LOCAL NO. 24

RAYMOND F. DEES, Reporter

Mrs. Mary Katchum and nephews, Jean and Louis Lohmeyer, have returned to their home in Springfield, Mo., after a pleasant visit in the home of her daughter, Mrs. R. J. Sullivan. Mrs. Sullivan accompanied her mother home.

Car Foreman John L. Sullivan reports a much needed rest on his vacation.

R. L. Row, coal chute foreman, says the only advantage going to work at 4:00 a. m., he gets to put more time on his CROP. Oscar Gentry his assistant relieves him at 12 noon.

J. B. Lewis, father of Stationary Engineer J. T. Lewis and Engineer W. B. Lewis, is rapidly improving after a major operation. We wish Mr. Lewis a rapid recovery.

We sympathize with A. J. McCullough and family upon the recent death of Mrs. McCullough's father.

Excell Whitfield, colored machinist 3rd class, is back to work after being off thirty days with mashed finger.

The writer had the privilege of attending State Grand Lodge IOOF at Jackson, Miss., June 16th and 17th.

Walter C. White, former employee, paid us a recent visit. Walter is farming at this time.

Mrs. J. V. Adams, wife of locomotive inspector, and Mrs. G. D. Rees, wife of hostler, attended Southern Baptist Convention held at Birmingham, Ala.

We sympathize with C. W. Kurr and family in the recent death of his sister.

Mrs. G. H. Threlfall has her mother as house guest at this time.

A. B. Holmquist, locomotive inspector, is back on the job after being off several days due to reduction of force.

Mrs. Thos. Murry and children, family of R. H. foreman at St. Louis, Mo., have returned to their home after a pleasant visit in the home of A. B. Holmquist, locomotive inspector.

YALE CAR DEPARTMENT

A. R. SPRINGER, Reporter

A small but enthusiastic crowd of fans attended the ball game at Jones-

boro, Decoration Day, and saw the Frisco go down to the Jonesboro Panthers in a score of 3 to 1.

Mr. and Mrs. Paul Pape spent Decoration Day with Mr. Pape's father and mother at Ft. Scott, Kans.

Mr. and Mrs. Walter Dold spent Decoration Day with Mr. Dold's father and mother somewhere in Arkansas.

Mr. and Mrs. Barney and Mr. and Mrs. Isom Martin spent Decoration Day at Real Foot Lake, fishing.

Mr. and Mrs. H. H. Springer, two sons and daughter were guests of Mr. and Mrs. A. R. Springer, their son, over the week-end of May 30-31st.

Mr. S. C. McKee, the blacksmith, farmer and catcher on our baseball team, reports his garlic and spaghetti is almost large enough to eat. Marble Top Pape is going out and take dinner when his cabbage gets ripe.

We extend our sympathy to Mr. and Mrs. W. H. Manning in the recent illness and death of Mr. Manning's father.

B&B SOUTHWESTERN DIVISION

J. C. WOODS, Reporter

All gangs are working four men on full time basis.

George Simpson is back with his paint gang working on south Canadian Bridge near Tuttle.

W. E. Fountain and men are keeping pretty busy with the terminal work, together with the new work in connection with building of the Union Depot at Oklahoma City.

Virgil Leak and men are working on bridges in vicinity of Lawton, also overhauling turn table at that place.

W. A. Lantz and men have been called to the east end to place false work in connection with the building of some new concrete abutments and piers which the Frisco is renewing between Pierce City, Mo., and Wyandotte, Okla.

E. F. Maggi and men are finishing drain pipes on North Broadway at Ada. Expect to finish the month looking after the light repair work on the Creek Sub, while the pile driver crew is working on Cherokee Sub.

S. H. Dean, B&B foreman, is relieving W. A. Lantz, pile driver foreman.

Wm. Everage is confined in Frisco hospital, St. Louis. We understand he has heart trouble.

Wm. Briggs has been taking treatment in hospital for sinus trouble.

Hank Smart is in a critical condition in hospital at Tulsa. Mr. Smart was struck by a Katy train. While Mr. Smart is not working in our department at the present time, we of the B&B department, have a special interest in him, as he has been connected with the B&B department for many years and has been in another department only a short time, having been displaced through reduction in forces.

We are sorry to announce the death of Mrs. Lida Lantz, wife of W. A. Lantz, pile driver foreman. Mrs. Lantz passed away on the night of June 9th after a short illness, due to a stroke of apoplexy.

C. M. Swope has been called home at Elk Ranch, Ark., on account of sickness of his wife. Mr. Swope has been granted a 60-day leave of absence.

C. L. Brothers took advantage of Memorial Day to visit his family at Green Forest, Ark.

E. F. Maggi and wife spent Memorial Day visiting relatives at Rogers, Ark. Returning to Ada on Sunday, bringing Mrs. Maggi's sister, Mrs. Merrill, home with them.

E. F. made the trip overland, leaving Ada 12:45 p. m., arrived in Springfield, Ark., 8 p. m., making several stops enroute. Your reporter made the trip with them, enjoying same very much.

LOCAL NO. 8—ENID, OKLA.

H. H. FULLER, Reporter

R. L. Bare, electrician from Springfield, is relieving B. G. Adams, who is

on vacation first half of June.

T. E. Giddens and family from Sherman, Texas, were visiting among friends and relatives on Decoration Day. Mr. Giddens was formerly machine shop foreman here.

W. R. "Bill" Baker, machinist, took in the auto races in Indianapolis, May 30th.

Mrs. Fred Meiers and children are visiting in Hereford, Texas, and points in New Mexico. Mr. Meiers is a carman.

H. E. Ackerman spent the week-end, May 30th, with home folks in Springfield. Mrs. Ackerman accompanied him on his return and they are now living at 515 North Madison St.

G. W. Clinton, stationary fireman, and daughter, Dorothy, spent Decoration Day visiting in Thomas and Custer City, Okla.

C. E. Martin and family of Springfield spent the Decoration Day holidays with his sister, Mrs. H. H. Fuller. Mr. Martin is a claim investigator in the F. L. and D. office.

Wilbur Ayers and wife made a short visit in Council Grove, Kans. Mrs. Ayers' niece, Mrs. C. A. Loomis, and children returned with them for a visit.

R. H. Kelly, former chemist in water service on Western division, and family are moving to Springfield, their former home. Mighty sorry to lose this family from our midst.

Mrs. Burleigh Adams and baby daughter are visiting Mrs. Adams' mother in Fresno, California.

Mrs. William Phillips, wife of General Foreman Phillips, is visiting Mr. Phillips' parents in Francis, Okla.

Mrs. C. C. Baker and daughter, Betty, wife and daughter of C. C. Baker, division lineman, have returned from a pleasant visit in Hamill, Vernon and Seymour, Texas.

H. E. Burgess, general chairman, was here on the 9th in attendance at the banquet given by the Enid-Frisco Traffic Club in the Youngblood Hotel, at which time they entertained 150 business men of Enid.

Mrs. Gordon Estell and family of Mason City, Iowa, is visiting in the home of her sister and brother-in-law, Mr. and Mrs. M. A. Wagner. Mr. Estell is assistant manager for the Champlin Refining Co. in Iowa.

T. E. Bentley, division chairman, is attending a meeting of System Board in Springfield, June 12 and 13.

As a farewell courtesy to Mrs. R. H. Kelly, the Ladies' Auxillary tendered her a handkerchief shower in the home of Mrs. M. A. Wagner, on the afternoon, 11th of June.

COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

Douglas Donaldson seems to have put one over on all of us when he quietly slipped away on June 3rd and married Mrs. Anna Cooper. "Doug" is the chauffeur on our shop mule and is held in high esteem in all departments. The coach yard force congratulates "Doug" and wishes the newlyweds a huge share of all the good things in life. "Doug," your cigars were fine.

Joe Kramps spent the Memorial Day holidays with a camping party on Elk River, near Noel, Missouri.

Mr. and Mrs. Jim Reeves have returned from Springfield, Missouri, where they were called by the illness and death of Mrs. Reeves' mother.

Tom Hayes spent a few days in the latter part of May visiting his parents at Reading, Kansas.

Mr. and Mrs. T. E. Box and little daughter have returned from a visit with Mr. Box's mother at Springfield, Missouri.

The writer made a short but very pleasant trip in May visiting old friends in Memphis, Springfield and Monett.

Ike Sullivan, electrician at West Coach Shop, spent ten days here in May doing relief work.

Another name was added to the list of Frisco veterans on April 4th, when dining car steward T. F. Ezzell completed thirty years of Frisco service. Mr. Ezzell for many years was steward on the old "Sunflower Limited" between Monett, Missouri, and Augusta, Kansas, but for the past several years has been running on the "Kansas City-Florida Special" between Kansas City and Birmingham, at present being assigned to diner 637.

Mr. and Mrs. Louis Langel have returned from a three weeks' trip which included visits to the Grand Canyon, Los Angeles, and San Francisco, and Louis reports that the green hills of old Missouri still look the best to him.

Track No. 10 in the coach yard has been nicknamed the "Fresh Air Coach Shop" due to the large number of passenger cars that are being given class "C" shop attention on this track.

Coach Foreman C. O. Edmison began his vacation on June 3rd and instead of making his usual trip to one of the coasts, is leisurely seeing Missouri.

LOCAL NO. 7—FT. SMITH, ARK.

H. W. CLAYPOOL, Reporter

The entire shop extends congratulations to I. A. Faust and Miss Stough, who were married June 5th. Mr. Faust holds a job with the boilermaker gang, while Miss Stough holds a very responsible position with the Southwestern Bell Telephone Company.

J. H. Dyer, our genial general foreman has lost some time due to illness and has just returned from the company hospital.

W. L. Freeman, former night foreman, has been acting foreman while Mr. Dyer has been convalescing.

R. L. Maledon, second class machinist, is back on the job again after receiving treatment at the company hospital.

W. E. Center, first class boilermaker, who has been working extra at Fort Smith, recently was called to Hugo, Oklahoma, where he is filling in on account of sickness of the boilermaker at that point.

Charlie Irvin, carman, and wife recently made a trip to De Soto, Missouri, visiting friends and relatives.

C. W. Patrick, chief clerk, spent a few days in Parsons, Kansas, and reports a fine trip.

The car department and roundhouse have had plenty to worry about lately. The green wrapped tomatoes from Jacksonville, Texas, have started moving and every one is on his toes to see that they go through on time. We are all making an effort to keep these trains moving faster than last year, trying to beat last year's record of (53) fifty-three hours from Jacksonville, Texas to Chicago, Illinois. Our best time through the yards this year is (12) twelve minutes, inspecting the train, cutting out one engine and cutting in another. Somebody beat this for speedy handling!

LOCAL NO. 17—TULSA, OKLA.

H. C. PRICE, Reporter

Tom Herzer, boilermaker, has returned to work after 30 days in the St. Louis hospital.

W. H. Riddle, machinist, is back after 25 days spent in the St. Louis hospital.

Mr. and Mrs. Warren Bohon are the proud parents of a 10-pound boy. Congratulations.

H. R. Cole, Mrs. Cole and son, H. R., Jr., are spending a 15-day vacation in Louisiana.

Tony Phillips spent a few days in Ft. Worth recently, enjoying the fishing at Lake Worth.

Mr. Roy Dysart paid us a visit recently and installed a new testing magnet for train control equipment.

Ed. Schall, machinist, and wife are

spending a ten-day vacation visiting with home folks in San Angelo, Texas.

John White, division chairman, was in Springfield a few days on business.

Tom Harris and H. L. McDowell, car men, who have been cut off for some time, are back with us again on the extra list. Glad to see these boys on the job again.

Mrs. I. D. Henry and children are spending the summer in sunny California visiting friends and relatives.

P. J. DeBrosse has confessed to having been married for more than two months. Congratulations to both.

Mrs. Ruhy Emerson, wife of Machinist Emerson, fell and broke her arm recently. We wish her a speedy recovery.

Rogers Armstrong, wheel pressman, has a new Ford coupe.

Mack Leverett, machinist and children, are spending their vacation in Arizona.

Local No. 17 will only hold 1 meeting each month thru the summer months, on the third Monday of each month.

W. E. Walker, brown hoist engineer, has moved his family to Tulsa from Springfield.

W. E. Beatty, drill press man for the car department, is in St. Louis hospital account illness.

W. R. Cline, machinist, and family, are spending a ten-day vacation in Hannibal, Mo., with Mr. Cline's folks.

M. L. Londagin, electrician, has purchased a new home in Red Fork. Mrs. Londagin is doing some interior decorating for the new home.

ST. LOUIS—LOCAL NO. 5

R. W. REED and E. R. McNABB, Reporters

Local No. 5 has in the past three months admitted six new members and have three more applications on file, and have admitted twenty-two members by transfer from other locals, and you may be sure we are very proud of this record which was mostly caused by the Frisco taking over the coach work at Jefferson Avenue coach yard.

Local No. 5, extends their sympathy to W. J. Webb and family in the death of his mother, who died at the age of eighty years at her home in Salem, Ill., on May 25th.

Our sympathy is also extended to Mr. Frank Hoffelt, dead work foreman, and family in the death of his father, Michael Hoffelt, who died on May 27th at Springfield, Mo.

A. C. McVay, boilermaker, was called home this month to Springfield on account of his wife being sick, however, is back and reports the Mrs. much improved.

Mrs. Fred Gibbons, wife of freight roundhouse foreman, visited in Memphis this month, but cut her visit short and came home on account of illness.

Mildred Sue, is the name of the eight pound black haired Miss, who arrived at the home of Wm. M. (Bill) Crouch, locomotive carpenter at Lindenwood on June 13th.

A very pretty house wedding occurred at eight o'clock on June 5th, when Walter Kingdon, and Mable Davidson were married at the home of the bride's parents at 6236 Arsenal street.

The groom is in the hardware business, and the bride is the daughter of Wm. H. (Harry) Davidson, machinist in the passenger roundhouse.

Mrs. W. J. Breshears and daughter, Joan, visited for a week in Springfield, Mo.

Ward Melton and family spent a week-end this month visiting and fishing in and near Nixa, Mo.

Louis (Speedy) Williams and wife spent the first half of May on a vacation at and near Pensacola, Fla., most of the time spent fishing with friends in Pensacola Bay. Louis reports a good time and plenty of Crab Gumbo, and fried fish, and says any one contemplating a real fishing trip, would make no mistake by visiting at the resorts near Pensacola.

Chas. Phillips, is vacationing at the old home town, Thayer, Mo., and we are betting he reports a wonderful time on returning to work as boiler foreman at Lindenwood R. H.

Frank Henson and family motored to Sullivan, Mo., and visited the State Park on May 30 and 31st.

"Bee" Day was June first at Lindenwood, and you would be surprised at the number of Bee masters employed here. On this occasion a swarm of about twenty thousand bees came over the turntable pit at noon and by twelve thirty were corralled safely in a couple of nail kegs provided for the purpose, and that evening at sundown were removed to the country and put to work by Neal O. Garner, machinist and Louis Nacca, fuel foreman.

A gain in fuel consumption worth mentioning was made at Lindenwood power plant during month of May, when one thousand gallons less fuel oil per day was consumed, than for the same period of 1930, and by the way, that is the reason for the huge smile on O. M. Evans, stationary engineer, face.

Mr. C. H. Dingman traveling locomotive inspector, while visiting here during the month, gave a lecture to the apprentice class on May 27th on safety appliances.

The medal for being the most unlucky man goes to Harry Davidson, who purchased a new Chevrolet and had not driven it thirty minutes before another car drove through a safety zone and damaged it badly enough to have it taken back to be overhauled in the garage, and the loss was all Harry's.

Mrs. H. D. Plummer and daughter, Velma, spent a week in this period visiting with relatives in Steelville.

Mr. and Mrs. C. H. Deskin made a ten days' motor tour in Kansas and Oklahoma this month, visiting twenty-five towns including Enid, Wichita, and 101 ranch, and visited with relatives in Wellington, Kan., one of which was Mr. and Mrs. F. D. Clark, yardmaster for the Santa Fe and attended the graduation of Master Donald Clark, nephew of Mrs. Deskin, in all a wonderful trip and vacation was reported.

Cliff Barnett, boilermaker, is sporting a new Plymouth automobile this month.

The following employees at Lindenwood have gone in for summer pleasure and contentment by having installed in their home electric refrigerators: Verne E. Mahan, machinist; Charles F. Frietag, sheet metal worker; Charles W. Boggs, machine foreman, and Leo Riley, machinist.

Mrs. W. J. Lozar, wife of machinist at Springfield, is spending a few weeks this month with her daughter, Mrs. Wm. M. Crouch, of Maplewood Heights.

Sidney Williamson, machinist, is now listening in over a brand new, nine tube, electric radio (mostly late ballgame returns).

Alonzo M. Halack, is now proclaimed the checker champion of Lindenwood, having won over V. V. Chapman, former champ. This means a long hard fight for our engine inspector to regain his title.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Lester Davis has been absent from the shop for the past month due to sickness.

Andrew Long was on business and visiting at Springdale, Arkansas, over a recent week-end.

William Reed, journeys to Stockton, Missouri, frequently to look after his interests there and visit friends and acquaintances.

Paul Bloom, son of A. W. Bloom, general storekeeper, is employed in the office of our superintendent, L. J. Leysaht, this summer while vacationing.

Hazel Fitzpatrick has stepped up into

the big car class with the purchase of an Oakland 8 coupe.

Charley Elkins and family were visiting at Tulsa, Oklahoma, at the home of his brother, Thomas, over a recent week-end.

Mr. and Mrs. Frank Rotterman entertained Mr. Rotterman's brother, George, of Guthrie, Oklahoma, the first week in June.

Mr. and Mrs. Herschel Matherly went to Omaha, Nebraska, for a few days visit with his mother and sister over the Decoration Day vacation.

Mr. and Mrs. John Evans have been visiting with relatives in Wright and Texas County, Missouri, while John is temporarily laid off.

Mrs. William Daniels has been in Indianapolis, Indiana, the past month, assisting in caring for Mr. Daniels' mother, whose home is there, and who has been quite ill for some time.

Earl Fitzpatrick went to Coffeyville, Kansas, for a vacation it seems, but was not there long until he decided vacationing was better in the Ozarks, so returned, making his visit short.

Herbert Salsman has recovered from a round of sickness principally due to infection of bad teeth. After he had about all he had pulled, his rheumatism let up on him so he could return to work.

Felix Webb reports that a new young lady has arrived at his home. Her name is to be Virginia Lea, and it is needless to say that Felix is a proud daddy.

Hugh Doran went to Kansas City recently, to be examined by the Board of Government doctors, for a pension under the late disabled veterans act. He will not be informed of their decision until some time later.

John Bowman, fireman and hooker on the Brown hoist, was unfortunate in having his foot caught between the end of a car and a rail, which slid when the brake was applied. His injuries do not show any broken bones, however, and we hope to report his return next month.

It is with regret we report the death of Mrs. Nettie Jones, wife of Ira Jones, which occurred at her home at 948 Locust street on May 15, after a lingering illness. Besides her husband, she leaves two sons, Vincent and Melvin, to mourn her death.

John E. Kellogg has a family of three fine looking girls, but when the stork left a boy at his house this month, to say he was proud, does not commence to express his elation. He says he has a young machinist now, and has named him Dannie Lee.

While Earl Robison and family were returning from Niangua on June 7, they had the misfortune to meet with an accident by collision with a truck. Mrs. Robison was painfully injured, but is recovering. Earl escaped with minor injuries.

Checker playing and horse shoe pitching are the pastime games at the reclamation plant. The writer does not know who the respective champions are this season, but feel sure if you want an interesting game all you will have to do is approach our plant with your favorite game on your mind.

Clarence Bloom, who has been employed in the office the past year, has gone out on the Western division to operate a gas motor propelled weed burner machine for the summer. This machine was overhauled at the plant here, and we will be waiting to have his report of how it performs.

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

Conductor F. E. Jones, Willow Springs Sub division, died in St. Louis hospital, 7 p. m., June 3rd, 1931.

C. O. Whitby, brakeman, has returned home after being in St. Louis hospital for about two weeks.

Mrs. H. D. Holmes, wife of engineer, and Mrs. Fred Hingel, wife of yard

clerk, are now on a visit to Houston, Tex.

Mrs. W. P. Lamb, wife of engineer, and W. T. Martin and wife and daughter are at present attending B. of L. F. & E. Ladies' Auxiliary Convention at Columbus, Ohio.

Mrs. A. L. Collier, wife of conductor and Mrs. S. G. Skaggs, wife of roundhouse clerk, were shopping in Memphis first part of June.

D. D. Adams, engineer, has now a new Essex six.

Mrs. C. A. Berry, wife of roundhouse foreman, and daughter, Mildred, are now on a vacation to points in Indiana and Michigan.

Jack Madden, coal chute man, was called to Tulsa, Okla., account of the death of a relative.

I. W. Hill, car inspector, who has been sick, has now resumed duties.

Rubin Holmes, 3rd class machinist, who has been sick for the past year, has now reported for work.

A. D. Anderson, engineer, and wife are now on a trip to Kansas City.

Dewey Mann has now bumped Jack Blaine, water service man. Jack goes back to Birmingham.

Levi Reeves, conductor of the Mo. P. Railroad, is now visiting his brother, Sam Reeves, pumper.

Riley Frey, 3rd class machinist, made a trip to Houston, Mo., to see his uncle who is 81 years old and had not seen him for the past 20 years. Riley states while there he was chased with a coach whip snake which was 6 feet in length, I do not know just whether he was just seeing things.

Mrs. T. McElvaney, wife of engineer, was visiting her daughter in Springfield.

Vic Huddleston, engineer, wife and daughter are now in Jefferson City attending meeting of engineers.

Mrs. Ruth Waite, wife of signal maintainer, has returned from Memphis hospital where she has been for some time.

Tom Bryant, conductor of Jonesboro, was a visitor here.

E. Banks, yard master, is sporting a new Chevrolet.

Miss Catherine Schratz, daughter of car inspector, is now visiting relatives at Running Lake, Ark.

LOCAL NO. 1—SPRINGFIELD, MO.

J. F. WASSON, Reporter

Local No. 1 met in regular session on Friday, June 12th, with a large attendance. Our special guests of the evening were Mr. H. E. Burgess, general chairman and Mr. L. W. Caviness, division chairman, Ft. Smith. Both men made interesting talks, bringing out the high points of the Division Chairmen Meeting which was held in Springfield on June 11th and 12th. The Ladies' Auxiliary served cake and coffee to all present.

We were sorry to learn of the following deaths:

Mrs. Ira Jones, wife of Ira Jones, South shops.

Mrs. Charles Dummitt, wife of Charles Dummitt, grease cup man, North shops.

Mrs. Pete McSweeney, wife of Pete McSweeney, machinist, North shops.

We extend our sympathy to the families of the deceased.

Employees and their families of Springfield are anticipating a great time at the Frisco System Picnic, to be held at Monett on June 25th.

WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

John Sumner, James Stephens and Andy Baker made engine changes at Lebanon and Stanton during May.

C. W. Lossey and family visited friends and relatives in Lamar, Mo. Memorial Day.

Miss Ione Brooke, daughter of Mr. and Mrs. W. H. Brooke is a member of the 1931 graduating class of the Springfield High School.

Arthur Buck, who is spending a large part of his time in Hartville, Mo., was in the shop recently.

Chaucey Buckmaster and Wm. Marrs are spending most of their time since the layoff making extensive repairs on their homes.

The writer and wife made a very successful fishing trip to Goodnight Mill on the Pomme Des Terre recently.

James Stephens has given this shop a thorough renovation and one would hardly know the "old home" now.

Mr. Earl Powell has accepted a position with the Queen City Creamery.

Time marks the passing of another familiar figure around the bridge yard. "Pat" Hollman, a pure bred white Samoad dog, owned by George Hollman, B&B sign painter, succumbed to the effects of poison administered by unknown parties, June 11.

Regardless of one's personal feeling toward a dog it is a man of small soul that cannot face a dog to kill it, instead of taking the cowardly route of poison and thereby endangering other animals and even humans, in order to get the one they are after.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Harley Stokes, inspector on the third shift, is making his fishing trips in a new model A Ford roadster, which he purchased during the past month.

It is with pleasure that we learn that Joseph Roberts, formerly coach shop foreman at the old South shops, is again with the Frisco. His position is that of night coach shop foreman of the Jefferson Avenue shops at St. Louis.

Charles Dummitt, grease cup man, suffered the grievous loss of his wife whose death followed a long illness. Arthur Dummitt, laborer, is a son of the deceased. Sympathy of the roundhouse force is extended to them.

Andrew Jones, carpenter, is on a two weeks' leave at present and is visiting California and sightseeing on the Pacific coast.

Richard Seamon, machinist apprentice, is all smiles over the arrival of a 7½-pound girl at his home. The little Miss has been named "Joe Etta."

Cleo Wiscup, extra man, is on the job again after a month's visit with his father at Kansas City.

Mrs. George Cole is recovering from an illness of several days' duration and their two children have been quite sick. The youngest one is still in a rather bad way suffering from diphtheria. It is hoped they will soon recover nicely. Mr. Cole is a boilermaker on the day shift.

Burl Hough, machinist on cab work, is doing his sightseeing from a new Whippet sedan which he purchased several days ago.

J. W. Reddick, boilermaker foreman, and his son, Leo, who recently finished his apprenticeship here, were both rather severely cut and bruised, June 7, when the car they were riding in was crashed into by a racing motorist on highway 66 near Conway, Missouri. Their car, which belonged to Leo, was badly damaged.

Gorden Yowell, special apprentice, and his mother spent several days the last of May visiting around Mansfield, Missouri.

Cornelius "Sunnyland" Thompson, laborer, who recently took unto himself a bride, now has a way to take her for a drive, having purchased a Durant coupe and has christened it "Sunnyland" because of its riding qualities, which he says are second only to the famous train by that name.

Truman Walton, extra man, is also in the car owner's class, having selected a Dodge coupe.

Edward Goswick, boilermaker on the day shift, recently spent several days camping in a park which is operated by Jacob Rader, who was formerly employed here as a machinist. He is located about 75 miles east of this city.

Matt Lambeth, sheet metal worker, is on the job again after an illness of several days.

W. W. Holmes, machinist on dead work, is at present in the Employees' Hospital, where he underwent an operation for appendicitis. His condition for a time was real serious, but latest reports are that he is improving nicely and we hope he will soon be with us again.

William B. Dugan, cinder pit man, was given a surprise birthday dinner and party recently. A great many of his friends attending and all having a good time.

Orville Fite, machinist, presented his mother with a radio and had it installed in her home at Newburg, where she is a shut-in invalid, having been suffering from chronic rheumatism for the past year.

BRIDGE AND BUILDING DEPT. EASTERN DIVISION

ARTHUR BUNCH, Reporter

Zadock Breshears is back on the job now, after being off some time, on account of sickness.

Ellis Mayfield has been on the sick list for some time, but is feeling better at present.

Mrs. Bert Huffman, recently spent a couple of days visiting in St. Louis, Missouri.

Bob Riley has traded his Chevrolet coupe off and is now driving a new Chevrolet sedan.

Clyde Cunningham and gang are building concrete piers under bridge at Little Piney at Newburg, Missouri.

Stock yard and building repairs on the east end is being done by Charley Wallace and gang.

Jim Carter and gang are doing some repairing on bridge and building at Clinton, Missouri.

General repairing in St. Louis is being done by Bill Skyles' gang.

Charles Baron and gang are busy trying to keep up the emergency work in Springfield, Missouri.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSIE L. BRANDON, Reporter

Miss Lucille Prophet, daughter of Mr. and Mrs. L. S. Prophet, and Mr. G. Elmo O'Neal, son of Mrs. G. E. O'Neal of Long Beach, Cal., were married at a simple home ceremony, Monday evening at 6:30 o'clock. The service was performed by the Reverend Walter Prophet, uncle of the bride. Attendants to the couple were Miss Mary Prophet and Mr. Verl Trantham. Both of the young people have attended Southwest Teachers College and Mrs. O'Neal was a teacher in the Springfield public schools. Mr. and Mrs. O'Neal plan to spend some time in Colorado Springs before going to their home in Long Beach, Cal., where Mr. O'Neal is employed as field engineer for the Shell Oil Co.

R. H. Yelvington, coach repair man, who underwent an operation at the Frisco hospital, we are glad to report, has returned to work May the 20th after being off only 19 days. Thanks to our good doctors.

Carl Dashney, car carpenter, has bought a new Chevrolet car. Also F. J. Brown is now driving a Durant instead of his old Essex.

Mrs. Otis Briggs, wife of Otis Briggs (Stevadore) at freight house, is at her sister-in-law's at Deepwater, Mo.

Walter E. George, coach repair man, and family spent three days visiting with his brother and family at Oklahoma City.

Mr. Bert R. Manes of Swedeborg, Mo., has located here on the account of our good schools. He is with the Frisco, a section foreman over the south train yard, (which includes passenger yards and reclamation plant).

Mr. and Mrs. Wallace Hay (Mr. Hay is chief delivery clerk at freight house) and his two son-in-laws, Mr. and Mrs. H. V. Grove and Mr. and Mrs. J. C. Berry, of Long Beach, Calif., visited a few days with Mr. and Mrs. Teed of Tulsa, Okla. Mrs. Hay and Mrs. Teed are sisters.

Mr. and Mrs. Berry were on their way back home at Long Beach, Calif., and they all went together to make the visit in Tulsa, Okla.

LOCAL NO. 31—BACONE, OKLA.

N. T. RISNER, Reporter

Good old vacation time is here again. The question arises, where shall my vacation be spent? Spend it in one of the states of the Frisco and so that you will be sure to have the best of train service.

Mrs. S. P. Webb and children, June, Billy, Vern and Ellene are spending their vacation at La Rue, Ark.

Mr. and Mrs. R. O. McCool spent a few days in Siloam Springs, Ark., visiting old friends. They report a wonderful time.

Mr. and Mrs. Clyde Frazer and family motor to Henryetta, Okla., often. On close examination we learn from Mr. Frazer the folk have lots of good eats at Henryetta.

Mr. M. L. Crawford of Ft. Smith spent the day with us recently.

We are sorry to report that LeRoy Pearson, son of A. O. Pearson, engine watchman, has a very badly burned foot. It seems that A. O. is always having his share of trouble.

WEST TULSA STORES DEPT.

TOM MISHLER, Reporter

Our stenographer, Miss Janice Coffey, and Mr. Almar Ingram of West Tulsa, slipped away and were quietly married at Chandler, Okla. We all wish them a happy and prosperous journey through life. Miss Coffey has been with the stores department for the past five years, and we regret very much to lose her.

From reports of catches made by Glen V. Stone and Virgil Yeagain, the various streams of this section of Oklahoma will have to be restocked with fish in the near future.

Kenneth, the 15-year-old son of L. C. Akin, store counter man, received severe cuts and bruises when a casing blew out which he was repairing.

Mrs. C. O. Mitchell and daughter visited relatives at Afton, Okla., May 23 and 24.

Mrs. Glen V. Stone and children spent the week, ending June 6, with her parents in Eastern Oklahoma.

Mrs. Dorothea Hyde, comptometer operator, was in Oklahoma City June 12.

Miss Elizabeth Finney has accepted the position as stenographer, made vacant by the resignation of Miss Janice Coffey.

MECHANICAL AND STORES DEPT. FORT WORTH, TEXAS

J. D. WACEY, Reporter

Kathryn, daughter of R. W. Courtney, electrician, who recently underwent a serious operation is getting along fine, being able to sit up some of the time now.

R. C. Moore, carman, has completely recovered from his recent illness and is back on duty again.

P. L. Stinger, electrician apprentice, had his tonsils removed at the Sherman hospital recently. We expect him back on duty very soon.

MECHANICAL DEPARTMENT CHAFFEE, MO.

R. E. RICE, Reporter

C. E. Young, car inspector, after quite a siege of illness is not able to return to work at this writing.

G. D. Skelton, hostler, is back in the hospital but reports some improvement.

C. D. O'Connor was doing jury duty for the week of June 8. C. W. Burrell filled the vacancy during his absence.

J. C. Miller, coach carpenter, visited relatives in Oklahoma a few days last month.

J. W. Witt, car man, moved again last week, in an effort to catch up with "Buddie" Miller. Think "Buddie" is one time up on Pat now so the race is sure hot for the championship.

Four additional men have been added to the repair track force in order to get more grain cars ready for the expected bumper crop which has begun to move slowly.

B&B gang No. 2 made extensive repairs to the drop pits in the roundhouse at this point recently.

The 1931 bridge program started off with a bang the first of June; piling has been distributed and the driver is now at work.

Included with approximately 300 graduates from the high schools of Ft. Worth for the year of 1931 are the following, identified with Frisco families: Miss Florence Blentlinger, daughter of Mr. and Mrs. C. E. Blentlinger, car foreman; Miss Leland Leach, daughter of Mr. and Mrs. Roy Leach, former painter in car department, but now located in Sherman as locomotive painter, and Elmo Holibaugh, son of Mr. and Mrs. Holibaugh, general foreman's clerk.

It is the understanding Mr Roy Leach is to move his family to Sherman soon, now that Miss Leland has finished high school. Mr. Leach has been transferred to Sherman for several months and it is with considerable regret we learn of the family moving. Our sincere good wishes go along with them to their new home.

All plans and preparations are now almost completed for the big all-day picnic and barbecue to be given June 21 by the Employees' Club of Ft. Worth on the shores of Lake Worth. Indications are that we will have a capacity crowd and an excellent outing. Merchants have been very liberal in donating prizes for winners in the various games and stunts being arranged.

LOCAL NO. 18—BIRMINGHAM, ALA.

W. A. MYERS, Reporter

Lloyd Criswell, machinist, had the misfortune to get one of his eyes injured recently. He has lost considerable time, but we hope his eye will soon be well and he can be back at work with us again.

T. L. Purdy, Joe Hendricks and G. H. Fleming made a fishing trip to Edgewood Lake recently. They didn't talk much when they came back.

C. A. Gateley, blacksmith, and wife spent the dual holiday week-end with relatives and friends at Amory, Miss.

V. McAllister is the proud papa of a 9½-pound baby boy, born May 26. Mac wore a long grin on his face for several days.

J. Robbe, machinist, and wife motored to Biloxi, Gulfport, Mobile and other points of interest on the Gulf coast. He reported a very enjoyable trip.

Gus Drake is still swapping automobiles. He will keep on until he ends up with a bicycle.

J. L. Hendricks, our division chairman, was called to Springfield on business recently.

The writer and family spent a very enjoyable week visiting relatives and friends at Thayer, Mo., recently.

Jack Ash, the traveling machinist, is back with us again, working extra.

The blacksmith of the car department, W. U. Hairsine, has been off sick quite some time, but we are glad to report that he is able to be back with us again.

Car Carpenter Frank Grasser tells us that he and Mrs. Grasser have named their baby son Dennis Lawrence Grasser. Probably the young fellow soon will be following in his father's footsteps and will be a loyal member of the F&M&C&D.

Messrs. G. E. Burkholz, R. A. Watson, C. H. Dingman and W. H. Samuels, all of Springfield, were Chaffee visitors the week of May 18-23.

Mr. B. F. Rector, former third-class machinist, has been in the St. Louis Employees' hospital for treatment. Mrs. Rector went to St. Louis the middle of May and accompanied Mr. Rector home.

Mill Machine Man Oral Whitaker was off several days the first part of May on account of sickness. C. L. Peacher, extra man, was called in to work while Mr. Whitaker was away.

Mr. R. T. Ahlsted's son had the misfortune to slip and fall while at his work in a food market at St. Louis. He is now visiting his parents and is said to be well on the road to recovery, but must have two or three weeks of rest before he will be able to resume his work.

Machinist A. L. Peer has transferred from the 12 midnight shift to the day shift. Peer says he enjoys working in daylight again.

C. C. Hall, machinist from Yale, reported to Chaffee to fill a temporary vacancy early in June.

Car Foreman E. O. Prosser, Mrs. Prosser and family have moved to Cape Girardeau, where his children will enter school.

C. R. Simpkins, machinist, has been off duty several days on account of undergoing treatment at the St. Louis Employees' hospital.

Machinist Norman J. Kay has been displaced off the day shift and is now working on the 12 midnight shift.

Wilburn Fish, third-class boiler-maker, lost several days the latter part of May due to Mrs. Fish being critically ill with scarlet fever. We are glad to report that Mrs. Fish is now well on the road to recovery.

A. W. Brinkman, night roundhouse foreman, enjoyed a fishing trip recently. No report has yet been received of the number of fish brought in by the party, but it has been learned that one of the joyous incidents of the trip was some three hours spent mired up on the road.

Boilermaker-welder C. H. Bergstrom, of Springfield, filled a temporary vacancy at Chaffee the early part of June, remaining here for several days.

Locomotive Inspector J. E. Stout built himself a boat since the close of the fishing season last year and we are extremely anxious to learn the outcome of Mr. Stout's first excursion this season. We are hoping that Mr. Stout will have a successful trip in his new boat.

Engineer L. S. McConachie and Morris French drove to Lexington, Ky., recently and were accompanied home by Eugene McConachie, who has been attending the University of Kentucky. Roy McConachie will return home from there later.

George Morie, sheet metal worker, visited relatives in St. Louis early in June. He was accompanied home by his brother, Tony, who will visit here.

Dr. G. A. Sample, division surgeon, son, George, and daughter, Miss Marian, went to St. Louis the first week in June. They drove home in a new sedan the following day.

Mr. and Mrs. B. M. Dark are the parents of a baby daughter, born to them on May 24. Mr. Dark was formerly fireman on this division.

Miss Leota Friend and Mary Daly, of the master mechanic's office, Kansas City, were the week-end guests of Miss Anna Kane, May 30. Miss Friend was formerly stenographer in this office, and she and Miss Daly are now re-

porters for their department in Kansas City.

Mrs. E. J. Cable and daughter, Juanita, visited friends and relatives in Kennett the latter week of May.

Mrs. George Vogel, of Oran, spent the week-end of May 30 visiting her parents, Mr. and Mrs. John Kay. Mr. Kay is a machinist at Chaffee.

Miss Ethel Mae Robinson, daughter of engineer and Mrs. R. J. Robinson, has entered Missouri University for the summer term, which lasts eight weeks. Miss Robinson was a student at Central College in Fayette the past year.

Among the 221 students of Stephens College who were graduated at the seventy-fourth annual commencement of the school, held at Columbia on June 2, was Miss Marian Sample, daughter of Division Surgeon G. A. Sample. Miss Sample is a member of Phi Lambda Beta, social sorority. Dr. and Mrs. Sample and son, George, attended the exercises.

Miss Lona Harrison, student nurse in St. Luke's hospital at St. Louis, returned home recently to attend her mother, Mrs. J. P. Harrison, who has been ill for some time and recently suffered a relapse. Mr. Harrison is an engineer at Chaffee.

General Foreman H. E. Hubbard, Mrs. Hubbard, sons, Bobby, Lewis and Walter, and Mrs. Hubbard's mother, Mrs. Arnold, recently visited relatives at Fort Scott, Kan., and Kansas City. Mrs. Arnold, who has been a guest at the Hubbard home the past few weeks, will remain at her home there.

Mr. G. W. Moore, assistant superintendent motive power, spent several days at Chaffee and other points on the division the second week in June. Mr. Moore was accompanied to Chaffee by his secretary, Raymond Ivey.

E. W. Deickman, electrical supervisor, of Springfield, was a visitor at Chaffee one day recently.

Misses Irene and Esther Rigdon, who have been visiting at the home of Mr. and Mrs. O. E. Rigdon the past three weeks, left to visit relatives and friends in St. Louis and Kansas City. From there they left for their home in Los Angeles, Calif.

Walter E. Riehn, formerly stenographer in store department here, reports the arrival of an 8-pound son at their home Sunday, May 31. The youngster has been named Donald Otis.

OKLAHOMA CITY, OKLA.

J. L. MORTON, Reporter

Frisco oil well number 3 was brought in June 1. Thirty-four thousand barrels of oil and 61,000,000 cubic feet of gas per day is its capacity. Not such a small producer at that. All that is necessary to find oil around here is to put a hole down to it.

Mrs. J. L. Morton, wife of your correspondent, went to Springfield, Mo., June 2 for a visit with her parents. The daughter, Wanda, accompanied her. Wanda will spend the summer with her grandparents. Mrs. Morton returned home June 15, accompanied by the son, Don, who has been in school in Springfield the past year.

O. L. Miller, locomotive electrician, and wife were called to Moberly, Mo., June 1 account of the serious illness of Mrs. Miller's mother. She is very much improved at this time.

J. L. Cowger, supplyman, and wife were called to Anadarko, June 2, account of the serious illness of Mrs. Cowger's mother. She is reported to be well on the road to recovery now.

Mrs. Roy Floyd, wife of roundhouse clerk, went to Kansas City, May 31, for an extended visit with her sister.

Mrs. J. W. Bryant, wife of rip track air brake man, underwent a major operation at Wesley hospital June 2. She was removed to her home June 12. Her recovery has been more rapid than anyone had thought possible, happily.

Lon Chaney, coach cleaner, returned

to work May 21 after a ten weeks' absence account of appendicitis.

Mr. and Mrs. G. C. Papin wish to announce the marriage of their daughter, Angeline Lee, to Mr. Roy Hartman, May 23. Mr. Hartman is employed in the engineering department of the Southwestern Bell Telephone Co., of this city. The bride is a graduate of Classen High School, class of '30. They will make their home here. Mr. Papin is rip track triple valve man.

Mr. and Mrs. Arthur Baulch wish to announce the marriage of their daughter, Palma Ione, to Mr. Walter R. Davis of Sterling, Texas. The event took place at the Baulch home May 31. Mr. Davis is in charge of a large ranch at Sterling, where they will make their home. Mrs. Davis was formerly employed in the Southwestern Bell Telephone Co. offices here.

Floyd Gregg, blacksmith, has moved to a suburban place on Southeast Twenty-ninth street. Floyd celebrated Decoration Day by decorating his Ford with a new coat of paint.

George Wright entertained Mrs. Wright's brother, John Heving, and family May 30 and 31. Mr. Heving formerly resided here. Mr. Wright is rip track laborer.

F. N. Jones, machinist, visited with his parents at Joplin, Mo., May 30 and 31.

Wm. Jones, apprentice, visited with his parents at Oswego, Kan., May 30 and 31.

Box Packer R. G. Fountain and family visited with Mrs. Fountain's mother, at Jones, May 30 and 31.

Machinist O. W. Crossley and family visited with friends and relatives, at Luther, May 24.

We are glad to report that the condition of Mrs. C. P. Ramsey is greatly improved at this time. She underwent a major operation May 13. Mr. Ramsey is a machinist.

Mrs. L. E. Chaney, Mrs. R. L. Jones and Mrs. J. D. Gregg were called to Hobart, May 30, when their mother suffered a stroke of paralysis. She is slightly improved at this writing. The husbands of these ladies are all employed as coach cleaners.

J. T. O'Toole, coach yard laborer, was absent May 16 to 31 account of sickness.

Perry Hodge, coach truckman, is sporting a new model "A" Ford sedan. Perry had the car only a few days when someone stole two of the wheels.

J. T. Fite, traveling car inspector, called on us a few days week of June 1.

J. C. Priest, coach yard box packer, went to the St. Louis hospital May 22, returned to work June 4, but is off sick again now. "Dad" highly praised the treatment accorded him by the physicians, nurses and attendants while there.

Perry Hodge, coach truckman, and family, and Tom Sullivan, coach cleaner, picnicked near Chandler, May 17.

W. S. Melvin, rip track air brake man, went to El Reno, May 18, on legal business.

J. H. Covington, car carpenter, had the misfortune to have his house damaged considerably by fire May 21. The loss was covered by insurance. It caused them no little inconvenience for several days while repairs were being made.

Mr. and Mrs. Jake Kerce are the proud parents of a daughter, Ruthelin, who arrived June 1. Mr. Kerce is a machinist on the third shift.

Roy Floyd, roundhouse clerk, spent June 7 at Kansas City. Mrs. Floyd and children, who had been visiting there, returned with Mr. Floyd.

W. S. Melvin and wife and W. R. Doster and sister, enjoyed a picnic west of the city June 7. An ideal day for an outing.

Mrs. R. P. Cargill and children visited in Tulsa week of June 1. Mr. Cargill is a boilermaker.

Wm. Jones motored to Parsons Sunday, June 7.

A. L. Swain, machinist, and family went to Kansas City, May 22, for a two-day visit with Mr. Swain's brother.

Murl Crossley, son of O. W. Crossley, machinist, and three boy friends motored to Turner Falls and Sulphur Springs, June 7, for an enjoyable outing.

Manuel Hunter, machinist, and family spent the week of June 1 at Lubbock, Texas. A great part of the time was spent fishing with more than fair success.

Mrs. John Royce visited with relatives and friends in Kansas City, May 26 to June 4. Mr. Royce is a machinist.

Mrs. Lee Glasgow and children visited with relatives in Pine Bluff, Ark., the first part of June. Mr. Glasgow is a mechanic laborer.

L. B. Rue, machinist, is sporting a new Chevrolet four-door sedan. He has promised us a ride in the near future.

B. W. Swain, general foreman, is having quite a little dental work done just now. He has had several teeth extracted and is on a "thoupe diet."

Wm. Temple, storeroom counterman, motored to Lovell June 9 on personal business. Mr. Temple and family left June 14 for an extended trip to Los Angeles.

O. S. Momony, storekeeper, and wife left for Los Angeles June 13 for a two weeks' vacation. This is Mr. Momony's first vacation in several years.

C. O. Mitchell, of Tulsa, is working in Mr. Momony's place. Mr. Mitchell formerly worked here, so he is very much at home.

C. B. Louzader, machinist, and wife went to see a sick friend, near Wichita Falls, June 8.

L. O. Burnett, electrician, and family went to Chandler, June 7, to see Mr. Burnett's parents.

W. L. Childs, boiler foreman, visited with his brother at Newton, Kan., May 30 and 31. He attended Decoration Day services while there. Mrs. Childs and daughter, Lucile, went to Kansas City for Decoration Day and for a short visit with friends and relatives.

A. K. Watters, coach yard air brake man, and family went to Fort Worth for a few days, June 13.

Mrs. Wm. Burgess and little son are spending a few days in Springfield, Mo., with relatives. Mr. Burgess is working the third shift locomotive inspector's job just now.

Mrs. Elmer Creech and son, Harry, are contemplating a visit to Tulsa soon. Mr. Creech is day coach inspector.

S. R. Gardner, division storekeeper, paid us a call June 10.

Mr. Jess Moore, car foreman, and Mrs. Moore motored to Perry May 30.

Mrs. R. E. Stewart and little son spent a few days in St. Louis recently. They had started to Indianapolis, but the little fellow became ill when at St. Louis and they turned back. Mr. Stewart is day freight car inspector.

Mr. and Mrs. T. L. Bryant, parents of air brake man J. W. Bryant, were in town June 8 and 9 account of the illness of Mrs. J. W. Bryant. While here Mr. Bryant called on us for a short visit. He was formerly air brake foreman on the Western territory of the Frisco. Call again Mr. Bryant.

H. H. Griggs, apprentice, underwent an operation for appendicitis recently at St. Anthony hospital. He has been released from the hospital and expects to return to work soon.

Roy Bogard, locomotive inspector, is absent account of the serious illness of Mrs. Bogard. Little hope is held for her recovery, sorry to say.

Earl Vice, fireman, and family are taking an extended vacation in the west. Denver, Pueblo, Los Angeles and San Francisco are among the points they will visit.

G. J. Westphal, engineer, and family have gone on an extended tour of several points of interest in the east.

The following engine men have been put back on the board at this point: C. T. Hotchkiss, switch engineer; W. W. Horton, Arthur Hale and P. K. Harwood, road firemen.

J. G. Bowman, switch engineer, was called to Glennallen, Mo., recently account of the death of his father. Our sympathy is extended to the family in their bereavement.

LINDENWOOD CAR DEPARTMENT

D. F. TOBIAS, Reporter

Foreman A. F. Maly began his vacation June 16. Part of his preparations for the trip included digging a large can of worms. He didn't mind telling where he got them but did not say where he would feed the fishes.

Another month has passed into history without a personal injury in car department at St. Louis. Hooray!

Ye scribe had another taste of home cooking June 7 when he visited with the wife and children at Willow Springs. Returning via Memphis is a most interesting trip.

Millman F. C. Loos was off the first six days of June visiting friends and relatives. "Jimmy" Martin worked in his place this time.

T. J. Doyle and family left June 16 for a vacation in California.

R. H. Snodgrass is working at Chouteau avenue while Mr. Maly is off on vacation. A. C. Penn is assisting at Lindenwood.

Our former typist, Miss E. M. Jones, paid us a pleasant visit last week. She has employment in University City at present.

BACK SHOP NEWS SPRINGFIELD, MO.

ALEX WATT and GORDON YOWELL,
Reporters

Local No. 1 is planning on a real good time June 25, when they will be the guests of Monett Local at a system picnic and barbecue.

J. W. Reddick, boiler foreman at the North shops, and son, Leo, formerly an apprentice in the roundhouse, were injured in a car accident recently when they were motoring to Bagnell.

Zack Maples, machinist apprentice, has a new Ford.

Wm. Wyatt, machinist apprentice, is welding in the blacksmith shop at this writing.

Loys Cherry, machinist, has a new Chrysler 77 coupe. Some class Cherry!

Charles Rippee, machinist, has been transferred to the "Grave Yard" shift in the machine shop.

Lester Wise, of the North car yards, was injured in a car accident Decoration Day. His car was demolished but fortunately no one else was injured.

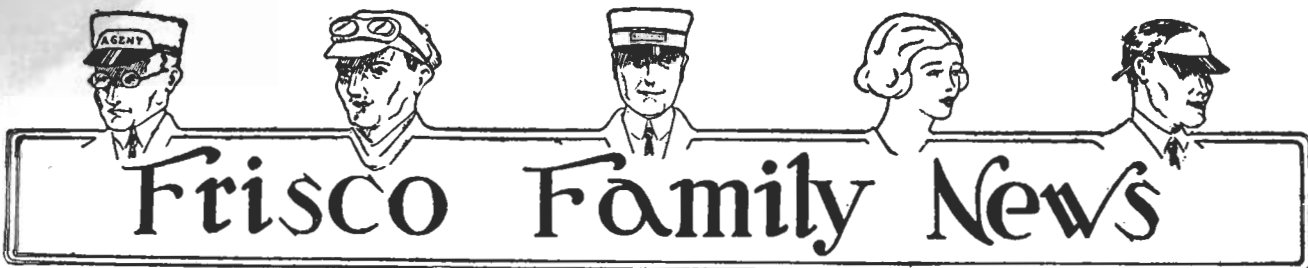
Harry E. Widmyer, of the wrecking crew, is keeping bachelor's hall while his wife is in Hannibal attending the Baptist convention. She was selected as a delegate from Hamlin Memorial Baptist church.

F. L. Leonard, sheet metal worker, has returned from Des Moines, Iowa, where he was called by the serious illness of a granddaughter. After the child improves Mrs. Leonard will go to California where she will visit a son who lives in Los Angeles.

Alex Watt, your correspondent, gave away a daughter in marriage June 8. She was the first to break the family circle. The young folks are making an extended tour of the Pacific states on their honeymoon.

Mrs. Stella McSweeney, wife of P. E. McSweeney, died of pneumonia June 9. Mr. McSweeney was employed by the Frisco for a period of years until a year ago last January when he fell during an ice storm, injuring his hip, which has prevented his working since.

M. A. Huff spent Decoration Day with his son, M. A. Huff, Jr., in St. Louis.



Frisco Family News

EASTERN DIVISION

NEWS SERVICE DEPARTMENT SPRINGFIELD, MO.

J. P. BRIGGS, Reporter

Well, everyone has returned from their short vacation over Decoration Day and apparently everything went lovely with the exception of a little rain. Of course, we expect this to happen, but don't think a shower could spoil everything.

Miss Holms and father and mother drove to Kansas City and, from reports, enjoyed themselves even though they did not get lost even once.

Miss Vivian Justice spent Decoration Day with friends in Aurora, Mo., and also gave them a treat by singing at their church Sunday. Vivian is very accomplished in this line and the office force has the privilege of hearing all of the new songs, especially when she is happy at the office.

Mr. and Mrs. Joe Reid and son spent the holiday in Kansas City and reported having a good time. In fact, they had such a nice time that Mrs. Reid forgot to come back. Well, Joe, we hope you don't get sick over eating your own cooking.

The long-looked-forward-to trip of Bert Ferbach almost became a reality last Sunday, but he forgot that the time was changed ten minutes, and he arrived at the station just in time to see the "Blue-bonnet" leaving town. Better luck next time, Bert.

J. P. Briggs visited in Fort Scott, Decoration Day.

CLINTON AND OSCEOLA SUB.

MRS. A. W. LIFFEE, Reporter

July, the time for fireworks and pink lemonade!

Business on this division is good.

T. B. Coppage, superintendent, and J. F. Hickey, superintendent of the M-K-T, met in Clinton, June 2nd, to discuss the proposition of inaugurating free deliveries of freight in the business part of town.

G. W. Sigler, conductor, was off several days recently on account of sickness.

Fred Long, engineer, and wife, left June 3rd for Columbus, Ohio, to attend the Firemen's Convention.

Conductors Rutherford and Morrison, Engineer Hutchison and Brakeman Cashman were called to court at Harrisonville, May 20th.

J. A. Moran, superintendent, and T. B. Coppage, superintendent, were here looking after business the last of May.

Ferrell Ambrose and family of Okmulgee, Okla., visited his parents, Mr. and Mrs. D. B. Ambrose the last of the month. Ferrell was a former call boy here. He is now with the Midland Valley.

We wish to extend congratulations to Mr. and Mrs. G. W. Hoge, who welcomed a daughter to their home in Springfield, May 28th. Mr. Hoge is a brakeman on one of the night runs. They plan to move to Kansas City soon.

Mrs. Wm. Graham and son Stanley, wife and son of Wm. Graham, brakeman, visited her parents at Vista recently.

J. D. Heyburn, traveling engineer, was in Clinton May 26 to 29.

T. McDonald, a retired engineer of the Hi-line, was seen recently in Springfield on his annual visit from his home in California to New York. His friends will be glad to know he is looking fine and enjoying better health. He states he receives the Frisco Magazine regularly and enjoys it.

E. P. Wirth, conductor on south local, was off several days looking after his farm.

Mrs. H. H. Loafman, wife of Engineer Loafman, attended the funeral of her brother at Morrisville, June 6th. We wish to extend our sympathy.

Mr. and Mrs. W. W. Clark have moved to Grandview, as Mr. Clark is a conductor on the passenger train on the K. C. C. & S.

Mildred and Danny Hurlbut, Jr., children of Dan Hurlbut, caller, are visiting in Springfield and Carthage.

Mrs. Alva Johnson and son, wife and son of Alva Johnson, an engine watchman at Grandview, have been visiting her parents here. They motored to Columbia.

Mrs. W. F. Rogers, wife of W. F. Rogers, machinist, entertained the Dorcas Society of the Christian Church at their cabin at the Artesian Club Lake, May 26th. All reported a very enjoyable time.

Mrs. Wm. Balke, wife of Wm. Balke, roundhouse foreman, left June 1st for Louisville, Ky., where she attended the graduation exercises of the Louisville High School, where her niece, Elnor Loftus, will graduate.

AUDITOR REVENUES ST. LOUIS, MO.

ESTELLE HILTON, Reporter

Elmer Kohring and family journeyed to Detroit the week-end of April 25.

Walter Leweday and Joe Elzman are confined to their homes with scarlet fever.

We are glad to welcome Gordon Bennett back after a month's leave of absence.

Reinhold Buder resigned his position in this office, May 1. We wish him the best of luck.

We were pleased to have a visit from Conductor W. J. Lamkin of the Central division.

Irene Franklin and Leaneore Gavin left for Cuba, May 20.

We wish to extend our sympathy to Mr. E. V. Ashworth in the loss of his mother, who passed away May 27, 1931.

Ruth Radford visited in Tulsa over Decoration Day and Estelle Hilton went to Sorrento, Ill.

On our leave of absence list we have William Eichenauer.

TELEGRAPH NEWS-NEWBURG

HELEN FELLOWS, Reporter

We are glad to report that they have put on another job. Second trick at Strafford is reopened after being closed since January. W. B. Musgrave, who had third trick Strafford, bid in second.

C. Alden, agent Aldrich, died May 26th. The sympathy of all is extended to the bereaved family.

D. Roberts, second Globe, was successful bidder on agency, Aldrich.

T. G. Hart, agent, Lebanon, was off a few days the latter part of May. C. V. Keller, first trick, protected the agency and J. F. Lick, third trick, worked first during the absence of Mr. Hart.

C. S. Musgrave, third trick Crocker, has just returned from a vacation of about two weeks. He was relieved by C. H. Reed, who in turn was bumped by L. M. Roach.

George Greener, second trick, S. P. Springfield, was off a couple of days account the death of a brother in Kansas City.

G. E. Sally, second trick Rolla, was off several days account an attack of rheumatism. He was relieved by L. M. Roach.

H. D. Petty, third Cuba, was off a few days, being relieved by E. Trotter.

S. W. Schroff worked second Cuba a few days, relieving J. F. Luttrell.

L. M. Roach was called home from Rolla account his baby boy having fallen from porch swing, cutting a large gash in his head. We are happy to report the accident was not serious and the baby well on the road to recovery.

E. B. Shepherd, third, S. P. Springfield, spent Decoration Day close to Iberia, Mo. He was relieved by W. T. Baskett.

E. J. Sutterfield, third Jerome, is on the sick list again. He is being relieved by E. Trotter.

E. H. Dyer, second, Sullivan, is laying off. C. H. Parker relieved him the first night and then was bumped by W. T. Baskett, who in turn was bumped by L. M. Roach.

C. W. Roberts, third, S. E. Jct., was off one night, being relieved by H. A. Atwell. A. U. said Charlie had too much ball-game the day before.

R. E. Essman worked a week at Galloway, relieving J. Potter.

W. M. Christopher, third, M. O. Monett, and extra dispatcher, has been called to Chaffee to do relief work there for about two months.

B. C. Jones is working second trick, S. E. Jct., relieving R. Wills for about a week.

P. E. Paulsell, who has been working first trick N. Y. Monett, for about a month, worked a day or two in "S" office, Springfield.

Ray Porter, first, N. Y. Monett, is still in the hospital in St. Louis. We understand he is to undergo an operation in the very near future.

L. M. Roach worked third trick, Newburg, a few days, relieving your correspondent while she was visiting Mrs. Ida May Hoff (nee Waters), former telegrapher, in Dallas. And did we have a wonderful time recalling old friends and good times we all used to have!

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

The juxtaposition of Memorial Day and Sunday afforded an opportunity not to be neglected. Mr. Williams and family journeyed to St. Louis; Mr. Peterson and family to Pacific, Mo.; Miss Jochum to Kansas City. Mr. Stephenson enjoyed a little fishing even

though it did rain.

Paul A. Moffitt has returned from a visit with his mother in San Diego.

Wilber C. Bothwell, son of our contract clerk, C. H. Bothwell, graduated from Drury College this month with departmental honors in economics.

Miss Ann McClernon assisted as chaperone to Uncle Charlie Baltzell's educational trip from Springfield to Pensacola. She reports a splendid time.

Z. M. Dunbar has received disability insurance and pension account injury received to his eye last November. While he is not totally blind he is unable to carrying on work in the office. Mr. Dunbar has been employed in this office for many years, having served as contract clerk, assistant chief clerk, chief transportation clerk and chief maintenance clerk. He has made quite a hobby of dahlia growing, being quite prominent in the Springfield Dahlia Society.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Harry Barron, assistant engineer, and Mrs. Barron have been entertaining as their guests Mr. Barron's brother of Los Angeles, Calif., and Mrs. Barron's brother and family of Jasper, Ala. Little Harry O'Rear, nephew, will remain the balance of the summer.

Mrs. I. A. Uhr and family are visiting relatives in Chicago and Cape Girardeau, Mo.

Andrew Lawrence, signal maintainer at Sapulpa, is confined to the hospital at St. Louis. We are hoping he will have a speedy recovery.

Louis Hagerman, clerk, drove his Ford coupe to Ft. Scott recently.

S. L. Uhr, signal supervisor, and family of Cape Girardeau are planning a trip to visit Mr. Uhr's mother in Chicago, July 4.

Several members of the signal department were infected with "Golf Fever" one evening recently. While this was no new malady for most of them it was the first time Mr. Barron has been seen on the "links."

Perhaps one of these "bugs" was hidden in the upholstery of that new Reo.

It was reported that Mr. Barron turned in the low score. Can it be that Harry has been holding out on us?

PURCHASING DEPARTMENT ST. LOUIS, MO.

W. L. RITTER, Reporter

As fishing and frog hunting is very poor at this time, all the boys in the office have taken up golf. We'll probably have some good scores to report this summer since they are all getting good practice on miniature golf courses.

However, Irwin Wegener says he'd rather play bridge. It is probably for the best as Irwin doesn't use profane language anyway.

Lew Cunningham says he gets his golf practice at home with the lawn mower and eating pease with his knife.

E. W. Gatzert and R. B. McBride had some practice the other evening on a miniature course and it seems E. W. G. forgot where he was when he swung and hit some guy on the head a block away.

Clark Pinkerton watched one or two games. What Clark desires to know is if it is necessary to take special instructions to learn to be an umpire at a golf game.

Herb Clay doesn't bray any more about his saxophone playing. However, some time ago he reported with what seemed to be a bullet hole through his vest and we imagine he quit playing.

As this goes to press none of the girls or boys reported their engagement, so the audience is respectfully dismissed.

OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

EULA STRATTON, Reporter

June time!—the grandest time of the year and the question that the great poet asked "What is so rare as a day in June" is still unanswerable, at least by those of us who vacationed during June, for each day was very rare—at least mine were, spent at a gay week-end house party in Kansas City.

In the picturesque Elfindale St. De Chantel Academy is where Savina Felin, typist, spent a portion of her June-time vacation at the Annual Retreat.

By a cozy campfire in a comfortable camp on the Ninagua river and watch the moon paint the world a silvery-hue... such was the experience of Helen Deckert on her vacation.

In Colorado where the majestic silence of the mountains and the sparkling mountain-streams make trout fishing ideal... such were the things enjoyed by A. P. Moses, chief transportation clerk, and Mrs. Moses and their son, Raymond, who motored to Colorado at vacation time.

Another interesting motor trip enjoyed was that by Virgil Hartley, tracer clerk, and Mrs. Hartley. They drove to St. Louis thence across to Kansas City, stopping at Columbia—that quaint old University town.

Another trip that is of interest to us is the one Margaret and Mary Masters, daughters of F. H. Masters, freight car distributor, are taking. They left the middle of June for New York City, Boston and other points of interest in the east, where they will visit friends, then they will enter a Business and Professional Women's Camp, located at Sandy Cove, Md.—just out of Baltimore, where they will remain until the first part of September. This is a rare treat for the girls and we feel they will make splendid representatives at the camp.

As this goes to press Roy A. Bonham, 81 clerk, this office, has been called to Siloam Springs account the severe illness of his father. We surely hope Roy finds his father much improved.

And news of former employees... Carmen Bowman, former typist, and now Mrs. Jimmy Matthews, is back in Springfield after a month's honeymoon. Cora Pitts, former merchandise clerk, is now holding down a responsible position with the Kucker Studio. Pearl Townes, one of our extra clerks, is in to see us often and her pep and sunny disposition are always a help to us. Nell Breckenridge dropped in for a minute last week—looking prettier than ever in green and white sport outfit and matching picture hat... and oh, yes! Florence Kline-Anderson introduced us to her adorable Barbara Jeanne who arrived June 14 and she certainly is a dear. We congratulate the parents—Mr. and Mrs. Jerry Anderson!

PASSENGER TRAFFIC DEPT.

RAYMOND H. RINKEL, Reporter

Vacation days for 1931 are getting in full swing, the early participants being as follows:

O. K. Coyle spent one week of his vacation on a farm and still has another week to look forward to.

Killian Coerver went to Salisbury, Mo. He enjoyed it so well he wants to go back.

Delbert Fields went to Piedmont, Mo.

Willard Chilton, also Ed Grob, chose Pensacola, Fla.

Raleigh Beatty spent part of his vacation at home, and part on a camping trip at Sullivan, Mo.

Sunburns will prove that all must

have had plenty of fresh air, with sun, besides a good time.

Louis Coffin received a hearty welcome back to the office, after being confined in the hospital for three weeks.

Bill Altwater is looking for tennis opponents. He has had plenty of practice, all day Sundays, etc., so anyone considering a tennis match with him, think twice.

Golf is another sport that is attracting two fellow workers, namely, Delbert Fields and Raleigh Beatty.

E. W. Kubitz and Frank Zoelner, with their new cars, should be announcing a race and the winner very soon.

MONETT LOCOMOTIVE DEPARTMENT NEWS

MARGUERITE FROSSARD, Reporter

Mrs. J. R. Harrison, wife of laborer, and small son, Billy, visited relatives and friends at Hebron, Neb., during the latter part of May.

Wonder who's responsible for the loud wail of disapproval issuing from the menage of Dick Stone, electrician? Why, that must be Howard Francis, the newly arrived son and heir, expressing his opinion about the trials and tribulations of the world in general!

Sam Pick, third class machinist, has entered the Veterans' hospital at Muskogee, Okla., for an indefinite period of treatment. His position is being filled by Sidney P. Timmons.

Our renowned agriculturist, Ralph Williams (avocation-locomotive inspector), reports an excellent yield of strawberries from his various acreages. One particular acre was especially productive, netting a total of about two hundred and forty crates. As for quality, we can personally vouch for their mammoth size and delectable taste, having been presented a box of the beauties for sampling.

Carroll Donlavy, engine crew caller, attended the convocation of the Grand Commandery of Missouri, as delegate of the Harmony Commandery, which



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<input type="checkbox"/> Roundhouse Machinist	<input type="checkbox"/> Boilermaker
<input type="checkbox"/> Trainman and Carman	<input type="checkbox"/> Pipefitter <input type="checkbox"/> Tinsmith

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

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

Address.....

convened at Sedalia, Mo., the latter part of May.

Latest reports on the condition of T. P. Mooney, machinist, who for the past several weeks has been confined to the Frisco hospital at St. Louis, are to the effect that he is improving nicely, and after the performance of a tonsilectomy should be able to return home within a short time.

Mr. and Mrs. J. D. Higgins and children returned on June 2 from a very pleasant and interesting overland trip to Texarkana, Ark., and Shreveport, La., where they spent a couple of weeks visiting relatives and enjoying the change of scenery and climate.

The aquatic inhabitants of James river were subjected to a great deal of worry and annoyance the week-end of May 30, in an attempt to evade the deadly hooks and treacherous flies being used by a party of fishermen to inveigle them out of their haunts and lairs. M. H. Cruise, chief clerk, and Boyd C. Horner, machinist, were members of the party, and contrary to the usual outcome of such expeditions, actually succeeded in landing a few nice specimens.

OFFICE OF MASTER MECHANIC SPRINGFIELD, MO.

ZETA M. SIMPSON, Reporter

Road Foreman J. D. Heyburn left June 8 to spend his vacation at Hot Springs, Ark.

Nora Nichols was a Joplin visitor over Decoration Day.

There is just one outstanding blemish against the record of the Springfield car department and that is Car Foreman B. F. Elliott is operating with one flat tread. We wish him a speedy recovery; that is, we hope he will get speedier!

Those who attended the Strawberry Festival given by the Frisco Girls' and Men's Clubs at the South Avenue Christian church Monday evening, June 8, report an interesting time. We had the pleasure of seeing an instructive picture on Mid-Continent petroleum which traced production from the oil wells to the finished product. After the picture and a few short talks a long line of "empties" formed, with Grace Jochum in a neat red ensemble representing the little red caboose, to march in for refreshments of strawberries, cream and angel food cake. Being nearly at the end of the line we had a long wait but it was well worth it, and we are not going to tell anybody how many dishes of strawberries and pieces of cake we ate after getting there!

We were successful in obtaining four revenue passengers for Frisco Lines during the last month. Don't forget to tell your friends who are planning vacations of the attractive pleasure resorts along Frisco Lines, also of the escorted tours to Pensacola.

Paymaster Shaffer, the big bread and butter man, says our news report

should be signed with a pen name! However, we are still willing to take a chance on getting our ears pinned back and sign it, Zeta Mary.

MONETT YARD

FRANK KYLER, Reporter

Switchman W. L. Cannady was off last month for three days and spent the time fishing on James river. He reported a fair catch of cat fish.

Mrs. H. F. White, daughter and son, are visiting friends and relatives at Jonesboro, Ark.

General Yardmaster W. N. Caffey began his vacation June 16. We will be on the alert for new fish stories upon his return. Switchman L. A. Taylor is acting as relief yardmaster in Mr. Caffey's absence.

Switchman Harmon Gray has become an expert on hog raising and is proudly displaying a litter of eight tiny swine that arrived recently.

O. G. Donlavy, who has been laying off recovering from the effects of an operation, is not yet able to return to work.

Due to a lot of awkwardness and getting in too big a hurry, the writer of this column had to lay off a few days recently and nurse a sore foot, occasioned by falling off a box car.

Night Yardmaster R. O. Davis is working days during the vacation of the general yardmaster.

Mrs. Frank L. Kyler and son, George Rainey, and Mrs. Kyler's mother, Mrs. Jess Bayless, motored to Tulsa recently where they spent a week visiting friends.

The strawberry movement will have ceased with the publication of these lines, but the tomato crop and spuds should be in full swing by then.

SPRINGFIELD FREIGHT DEPOT

M. M. A. LARKINS, Reporter

Miss Blanche Handley has returned "home" from the passenger department to become our comptometer operator.

So now we have as expense bill clerk, Miss Myrtle Pearson; as typist in the billing department, Miss Mae Lundstrum; as messenger, Miss Dollie Hinkle.

Morris Cox has decided nineteen years' work in one place is long enough. He has bid in position of night baggage master at passenger station. Robt. N. McDonald will succeed him as cashier clerk.

Miss Ethel Copeland, Memphis revising bureau, has been at her home in Springfield recuperating from a recent illness and visited us frequently.

Glad to see Miss Ida Carlson, secretary to division claim agent Baker, back in their office after several weeks in the St. Louis hospital.

Miss Myrtle Pearson's vacation in Fort Worth the last ten days of May included a flight from Fort Worth to Dallas and return, which is our only knowledge of Myrtle's ever having gone "up in the air" about anything.

Mrs. Charles Kelly, wife of check clerk, and family are leaving soon to spend the summer in California.

DIVISION STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

PEARL A. FAIN, Reporter

Mr. Thos. E. Alsop, of this department, spent about two weeks in Denver, Colo., attending as a representative the convention of the Brotherhood of the Railroad and Steamship Clerks. About six representatives from the Springfield Chapter attended, and Mr. Alsop reports a big convention and a wonderful time.

Little Ann Elizabeth Brandon, 6-year-old daughter of Paul Brandon, has had the whooping cough for about two weeks, but is considerably better now. Mr. and Mrs. Henry Nelson are the

proud owners of a new Ford sedan. Mr. Nelson is stock clerk in this department.

Words fail to express the deep and sincere sympathy we extend to Mr. Harry Gibson and two sons, John Robert and Harry Benton, in the death of Mrs. Gibson on May 25. Our sympathy also goes to Mr. J. C. Kerr, traveling storekeeper, who was her father.

Miss Olive Fain, sister of the writer, of Bartlesville, Okla., and Mrs. Louise Dignum of Tulsa, Okla., drove to Springfield Friday, May 29, and visited until Sunday afternoon.

Understand Mr. C. E. Wheatley, division storekeeper, has gone into the purchasing of new automobiles in style—as he now owns a new Chevrolet and a new Ford—we wonder if one will be for Sunday and one for every day.

The summer days have brought out the straw hats. Some of the men have "dug out" their old ones and some have appeared with shiny new ones.

Speaking of hats, a hat came through the mail the past month under registered mail. A check was made and the matter is now under consideration to have a requisition placed with the purchasing department for "bonnet strings" and "fasteners" that they might be applied to the hats of the supply car men and thus solve the problem of losing their hats. Understand one man lost two hats this past month and we want to do all we can to co-operate and help conserve.

"Tide" Berst says his hat, which is none other than a white skull cap, has become a "Safety First Sign" to his men on the supply cars.

Mr. Geo. E. Graham, formerly of this department but now employed in the store department at Lindenwood, is now in Springfield, and is preparing to move his family and household goods to St. Louis, though he will live in Maplewood, on the outskirts of St. Louis.

Mr. and Mrs. W. T. Sloan and few relatives and friends motored to Miller County over the 30th to visit Mr. Sloan's father, who is now about 92 years of age, and to visit the grave of his mother.

Mr. J. W. Myers has been spending his hours after work in painting his home.

The latest news we can gather is the marriage of Mr. Hart Howard, of this department, and Miss Stella Comegys of the general storekeeper's office. They were married on June 13 and sincere congratulations and best wishes are theirs from this department.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

HELEN ALDRICH, Reporter

Sincere sympathy is extended to the loved ones of Mrs. Edna Gibson, whose death occurred recently. Edna was the wife of Mr. Harry Gibson and the daughter of Mr. J. C. Kerr, traveling storekeeper, who are employed in this office. Edna worked for the Frisco several years before her marriage to Mr. Gibson.

Henry Mellon and Glen Elsey, formerly employed in this office, were recent visitors.

Mr. and Mrs. Paul Lowery are the proud parents of a daughter, born May 25. The little lady has been given the name of Katherine Delores, and Paul tells us her cry is different from other babies—that she cries "awful sweet."

Mr. and Mrs. Paul Gaylor are also welcoming a little daughter to their home, Peggy Joanna, born June 7.

Miss Jack Fitz-John attended a house party in Tulsa over Decoration Day and reports a wonderful time.

Mrs. Floyd Yates spent the week of June 7 in Memphis, Tenn., visiting relatives, and reports a wonderful time.

Mrs. John Bass and daughter, Dorothy, are spending a month in Long Beach, Calif., visiting Mrs. Bass' parents.

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Miss Stella Comegys, until recently employed in this office as comptometer operator, became the bride of Mr. Hart Howard of the division storekeeper's office, Saturday morning, June 13, at her home in Ash Grove, Mo. Sincere congratulations and best wishes go with them for a long and happy life.

Ruth Useton is doing her best to acquire a sun-tan equal to that of "Butch" Gustin, who looks as if he just came back from Mexico.

DIVISION AND STORE ACCOUNT- ANT OFFICE—SPRINGFIELD, MO.

MARY NEWTON, Reporter

Mr. Henry Kelp, Jr., visited relatives and friends in Cape Girardeau, May 30 and 31.

Miss Maie Beaman, of this office, accompanied Miss Eunice Hagerman of Ft. Scott, to Birmingham May 30. While there they were entertained by Miss Helen Roberts of the terminal accountant's office. From all reports Helen must be a very charming hostess.

Miss Anne O'Brien, sister of Miss Marguerite O'Brien of this department, left Friday for Detroit to visit her sister, Mabel, for a week, afterwards going to Ann Arbor to enter summer school—where she will study for her Master's degree.

Mr. Otis Hardin is with us again, having been awarded the ice clerk position.

Miss Ruby Stephens, of this office, and her sister, Miss Estelle Stephens, from Kansas City, were guests of Miss Mable Thompson of Fort Scott, Kan., May 30.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Conductor B. P. McCaslin and wife will leave June 22 for a vacation trip east, including Detroit, Niagara Falls, Cleveland, Indianapolis and also Canada.

The 1931 strawberry season is drawing to a close and considering the frosts and late season, the Missouri berries were fine. About 110 cars have been loaded at Monett and the average price received per crate will be around \$3.00. The acreage has been increased this year and next season it is anticipated a much higher number of cars will be loaded in this section.

Frank L. Kyler, switchman and magazine reporter at Monett, will leave July 12 for Ft. Leavenworth, Kan., for a 14-day encampment with the Officers Reserve Corps, Mr. Kyler holding a commission as Second Lieutenant.

Conductor Ben Bowman has reported for duty after a three weeks' vacation spent on the Gulf and from the "coat of tan" he is wearing you could not doubt the fish stories he is telling. The members of his party including himself, caught 180 fish, mostly Spanish Mackerel and trout. His daughter, Lois, who is attending school in Mobile, Ala., and who accompanied her father on the trip, caught a shark.

The state convention of the Order of Rainbow for girls closed their session at Monett Monday, June 15, and the 350 delegates from all over the state were much pleased with the reception accorded them at Monett. There were several special cars of delegates from St. Louis and Kansas City which moved via Frisco. Miss Mary Helen Willhoite, daughter of Conductor Willhoite, was elected Worthy Grand Advisor, the highest office that can be conferred in this Order, and Monett feels quite proud that one of her daughters has been so honored.

Mrs. O. C. Medlin and two daughters have returned from a visit with relatives in Oklahoma City and Special Officer Medlin says he is feeling better since he is again getting his three square meals a day.

General Yardmaster W. N. Caffey is

taking a few days lay off and while he did not reveal just how he was going to spend the time, it is not hard to imagine him contentedly sitting beneath a willow on the creek bank watching for the cork to go under.

There is one less cat fish in Spring river since Chief Clerk Mills was there the other evening.

TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

Miss Kathryn McGrath, former telephone operator in the Springfield PBX office, visited this department May 18. Miss McGrath's home is now in Kansas City.

W. M. Christopher, telegrapher, Monett, and extra dispatcher, Springfield, has been transferred to Chaffee where he is doing relief work for regular dispatchers who are on vacation.

P. E. Paulsell, extra telegrapher, Eastern division, is making vacation reliefs in Springfield telegraph office this month.

Mrs. Edith Austin and Alice Hogan, PBX operators, Ft. Scott, spent June 14 in Kansas City.

C. B. Crump, telegrapher, "S" office, has resumed duty after having spent a few days in Springfield Frisco hospital.

C. A. Craig, night wire chief, is still the champion golfer of the Springfield telegraph office. His latest "trimmings" having included G. A. Burd, C. H. Springer, B. L. Kennedy and F. E. Feyen.

Miss Alice Mae Mills, messenger, spent a few days visiting in Kansas City this month.

C. A. Ferguson, messenger, has recently returned from a two weeks' motor trip to St. Paul and Minneapolis.

Miss Mary Lou Diss, PBX operator, Ft. Scott, is spending a few weeks' vacation in Colorado, visiting her brother and family.

G. W. Sappington, dispatcher, Ft. Scott, and family have returned from a pleasant vacation in Texas. R. M. Batterton relieved Mr. Sappington during this time.

R. H. Hubbard, trainmaster, Ft. Scott, has been enjoying a visit from his brother, Prof. H. C. Hubbard, of Ohio Wesleyan College.

W. N. Edson, former telegrapher, Hugo, has been assigned to position as night wire chief in the Memphis telegraph office. W. M. Fraser, tele-

grapher, who has been working this position for several weeks, has been assigned to second trick telegraph position at Bristow.

Mrs. Ed Frye, third trick telegrapher at Cherokee, who several weeks ago underwent an emergency operation, has been released from the hospital in Ft. Scott and is now convalescing in her home. Mrs. Frye was formerly Miss Clara Cannefax and was an instructor in the telegraph school conducted by the Frisco at Ft. Scott during the World War.

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTH CUTT, Reporter

There are two never-to-be-forgotten events in the life of most every married man—the day his wife starts on a long journey and the day she returns. Since Raymond Ivey has experienced both thrills, suppose life will settle down to its usual drabness now. Not so with Fannie, though. She will probably be wanting to go back to Los Angeles again next summer. However, she reports such a delightful trip that we

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imagine Raymond will go along next time.

Mrs. L. A. Toupin, the wife of our general motor car inspector, is spending a few days in Troy, New York.

For several weeks W. H. Samuels has been looking forward to the time when the summer vacation would start at the Missouri University and his daughter would come home for a few weeks' stay. Now that Roberta is home, Mr. Samuels is looking very happy.

Its "cheareo" at I. R. Anderson's home now; for a tiny little guest, Barbara Jean, has taken up her abode there and "Jerry" is looking forward to the time when she will come toddling out to meet him as he returns home from his day's labor.

St. Louis, Memphis, Tulsa and Rogers—who wouldn't like to spend a vacation at these different points if they had so many friends scattered over the Frisco Lines as Flo Blevans has. But we hope Flo succeeds in making all the points listed in her itinerary; otherwise, she might be absent from the office at some future date, and we sure do miss Flo when she is away.

Yes, Cecil Waites took a vacation, but we are sure he didn't go anywhere; for he waited until he returned to work to ask for the transportation we had ordered for him.

After much encouragement from Jimmy Burns and other tonsillitic victims in this office, Emery Green mustered up the courage to let Dr. Klingner remove his tonsils, too. Emery got along nicely and we are sure he is glad that operation is over and trust he will enjoy better health in the future.

Happy days these are at F. M. Ferbrache's home; for his wife and two daughters are just home from a personally conducted sight-seeing tour of Pensacola. While away they wrote so many cards home telling what a delightful trip they were having, that "Ferdie" was half afraid they would decide to stay all summer.

Pleasant surprises do happen sometimes and who should give us one recently but "Bill" Shane when he dropped into the office to shake hands with his numerous friends and ex-co-workers.

We envy Hazel Clark. While on her vacation—which she spent in Chicago and St. Louis with her sisters—she had the opportunity to see a very interesting ball game between the Cards and Giants. To hear Hazel tell about the game would almost make a ball fan out of an Egyptian.

Glenn L. Davis, our drawing room supervisor, does not take to bragging and, being so modest, has not told us much about the little miss who arrived at his home a few weeks ago. But, regardless of whether Carolyn Joyce grows up to be a musician like her mother; or an artist, like her dad, we are sure she will be a wonder.

Accompanied by his wife, Paul F. Hendricks spent a very delightful vacation making a tour of the east. Included in his itinerary were Chicago, Niagara Falls and Detroit! And they came home on the train instead of in a new Ford!

We are afraid Gillie Thompson waited a little too long to start his vacation this year. Or, perhaps, he intentionally waited until the strawberries were all picked before going to Monett for a few day's visit with friends and relatives.

Talk about lucky breaks and you will immediately think of John Rogers. So seldom does a man's wife leave town on the same day he acquires a new car; and John is off duty today. Breaking

in that new car, we suppose.

Rosamond Horn Golings and little daughter, Rosemary, recently made a pleasant call on the office force; and, from the interest Rosemary takes in a typewriter, believe she is going to make most as good a stenographer as her mother.

We have about decided not to go on a trip when time for our vacation rolls around this year. What's the use to cross a desert to see California when Mable Campbell can tell one all about the enchanting beauty of that land of sunshine and flowers, from where she has just returned after a two week's visit with her sisters and brothers.

OFFICE SUPERINTENDENT TERMINALS SPRINGFIELD, MO.

NORMAN HINDS, Reporter

Mr. and Mrs. E. G. Wall and family enjoyed a short visit in Pensacola, Florida.

L. P. Lavelle is off duty at the present time enjoying his annual vacation, which he will spend in Springfield and vicinity.

J. A. Westfall recently purchased a new sport model coupe and is enjoying the delight of wearing the "new" off.

We regret to report the recent death of F. E. Jones, popular Southern division conductor, which occurred in the employees hospital in St. Louis.

Guy Pollard made a short visit with relatives and friends in Kansas City.

We are glad to announce the recent marriage of Miss Francis Gustin, daughter of general yardmaster W. P. Gustin, to Mr. Willis Ford of Baltimore, Md.

J. P. Banks is back on the job after attending a convention in Houston, Tex.

C. E. Hossey is working as an assistant yardmaster in place of L. V. Carner, who is night general yardmaster, in the absence of L. P. Lavelle.

OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

Peppy vacationers breeze into the office steadily now, passing on their way in, others stepping out for their two weeks of rest.

Minnie Bowers reports a wonderful time in New York, where she saw all the places worth seeing and visited Eleanor Buchanan, who went to New York a few years ago from service in this office.

Helen Heflin spent her vacation with her sister, Mrs. Dysart Bacon, and family in Birmingham, bringing back pictures that tell the story of how she enjoyed herself a part of the time at least in the Birmingham park pools.

Anna Mason and Marjorie Renshaw returned to the office on the fifteenth after three weeks of traveling through the West. Marjorie went to San Diego for a few days, visiting Mrs. Branson, whose friends will be glad to know she has secured employment in that city. Anna visited her brother in Los Angeles, seeing for the first time her new four-month-old niece. A sad climax to her trip came, however, on the day after she reached home, when she received word of the death of the niece in an automobile accident the night she left Los Angeles.

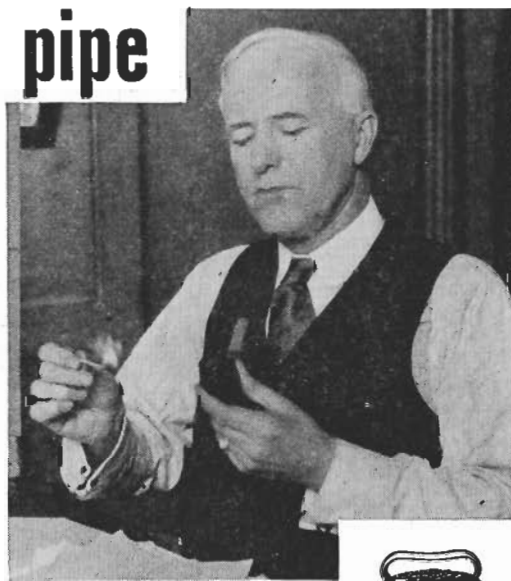
Myrtle Miller left on the twentieth for

Puffs same pipe for years

J. E. Carroll, Inspector of Stations, has been with one road for 30 years. And during most of that time he's carried the pipe you see in the picture.

Mr. Carroll says that he never smokes anything but Edgeworth in his favorite pipe. Like a lot of other railroad men, he's found that it's the one tobacco that gives him the greatest smoking satisfaction.

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EDGEWORTH

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two weeks in the East, visiting in Cleveland and Dansville, N. Y., also stopping off at Niagara Falls.

Lela Pride and Irene Schaller left on the following Tuesday for Ann Arbor, Mich., where they will visit the latter's sister, also spending some time in Detroit, Niagara Falls and Toronto.

Mrs. Katherine Beegle had an enjoyable trip east, driving to Cincinnati with relatives who had been visiting her, and returning via train.

Lillian Yates, with her sister, Helma, who is employed at Netter's in this city, expects to take advantage of the New York Central Lines tour to Cleveland, Niagara Falls, Toronto and Detroit the first of July, and are looking forward to an exciting week.

Mamie Bradley spent a few days in Chicago this month, visiting friends, and wishing her twin were along.

Nelle B. Ross will leave statistics the latter part of the month to journey east on her vacation, expecting to spend the majority of her time visiting relatives in Boston.

Though the general trend of vacations this year is eastward, Theda Pyland spent about three of the most pleasant weeks of her life in Denver recently as delegate of Southwest Lodge No. 149 at the National Convention of the Brotherhood of Railway and Steamship Clerks. She and another girl were the only ladies out of 533 delegates! And they were royally entertained, even to discounts in some of the shops. Two special features of the trip were a free trip to Lookout Mountain and a special free train trip to the Royal Gorge, on which 875 people were fed two free meals each—pity the poor cooks!

O. P. Rainey, formerly of the demurrage department and now of J. W. James' office at Tulsa, paid us a short visit this month, and he is welcome back any time.

SOUTHWESTERN DIVISION

TULSA REVISING BUREAU TULSA, OKLA.

MARGUERITE HEFREN, Reporter

Another chief revising clerk! Mr. and Mrs. P. L. Brendel are the proud parents of a second son born June 9th, hence the reason for Mr. Brendel's exceedingly large smile.

Mr. Harold Thomas, son of C. L. Thomas, revising clerk, is planning a trip, leaving the first of July for St. Louis, White Hall, Ill., Kansas City and Topeka. He will be accompanied by Jean Yeager. These boys are members of the Tulsa High School Track Team.

Miss Billy Cagle, former employe of this department and of the general office, visited us recently. Billy is now employed at the W. O. Ligon Company, accountants, in Tulsa.

An ardent railroad booster is Eddy Freiner. Upon entering a store the first question he asks "How are your goods shipped—by truck or rail?" If the answer is unsatisfactory he leaves the store without making a purchase. How about more of such practice, friends?

Mr. and Mrs. C. E. Rotramel of St. Louis visited us for a five minute call, while enroute to Oklahoma City on May 25th.

Mr. C. L. Thomas, revising clerk, visited in Oklahoma City recently with his daughter and family, Mr. and Mrs. C. L. Harter.

OFFICE SUPT. TERMINALS WEST TULSA, OKLA.

MISS EDNA A. WOODEN, Reporter

We are very glad to report Mr. Young, superintendent terminals, who was a patient at St. Louis hospital for

several days, returned home much improved.

Hank Smart, formerly Southwestern division B&B clerk, now employed in Tulsa Terminals, is reported as doing nicely at the present time following his recent injury.

G. R. (Kid) Warren and sons, Fay and R. L., have returned from the Kimish Mountains where they spent several days fishing. We have been unable to determine just how many fish were caught on this trip.

Joe Paisley, who was confined in St. John's Hospital for several days suffering from Bronchial Pneumonia, is able to return to duty.

Max Oldenage, yard clerk, has also returned to duty after an absence, account illness.

Ed L. Williams, conductor, who has been quite ill for several weeks has returned from the St. Louis hospital much improved.

Otis Mercer, yardmaster, who has been ill for several days is improved and able to return to duty.

Mike Saxon, switchman, is spending some time in the East visiting his father in Wilkes Barre, Penna., whom he has not seen for some time.

F. M. Mitchell, switchman, has returned from the St. Louis hospital much improved.

We regret very much to report the deaths of the mothers of Switchmen E. A. Batchelder, F. G. McCaughn and S. R. James, all of them taking place within a period of a week. We extend our sympathy to each of them.

Chas. Schaeffer, engineer, who has been connected with the staff of resident engineer, Tulsa, during construction of the Tulsa Union Depot, has been transferred to St. Louis to assist in the construction work during next few months at that point.

D. J. Lyons, night general yardmaster, has returned from Springfield, where he visited his parents.

Mrs. Wardy Castle has returned from Dallas where she spent several days visiting relatives and friends.

Mrs. Minnie Eagan and daughter Hazel, mother and sister of W. E. Eagan, general yardmaster, expect to leave soon for an extended trip to Los Angeles, California, where they will visit relatives.

R. J. Lahr, yardmaster, and family have gone to Denver, Colorado, where they are visiting relatives and friends.

H. B. Miller, yardmaster, is spending several days at Preston Lake fishing.

H. P. Grimes, switchman, has returned to duty after an extended absence account illness.

Fay Warren, yardmaster, who has been absent from duty several weeks account illness, is improving, but not yet able to resume duty.

MECHANICAL DEPT. NEWS TULSA, OKLA.

L. A. MACK and AMELIA KALT,
Reporters

Mrs. W. F. Krafft, wife of secretary to master mechanic, spent several days in St. Louis the latter part of May.

Mrs. M. L. Londagin, wife of electrician, who was called to Shreveport, La., account illness of her mother, arrived a few hours before her mother's death. Her brother returned with her for a few days visit at Tulsa.

Miss M. E. McConnell, distribution clerk, spent 30th and 31st of May with relatives at Edmond, Oklahoma.

Mrs. I. D. Henry, and four sons, are leaving soon for Merced, California, for a visit with relatives and friends. Mr. Henry is head coach carpenter at Tulsa.

Mrs. F. E. Boultinghouse and three daughters are planning a vacation at Pueblo, Colorado. Mr. Boultinghouse is a machinist at Tulsa.

Mrs. H. Strickler, wife of night foreman, and daughter, Georgia Ann, are leaving soon on a trip to Colorado Springs, Colorado.

Mr. and Mrs. Lonnie Davis, machinist and wife, will spend their vacation at Port Arthur, Texas.

Mr. and Mrs. L. F. Roush, machinist and wife, are planning a visit to Amarillo, Texas, with relatives and friends.

Mr. J. W. Rheuark, fireman, Tulsa yards, and wife, are away on a vacation, which they are spending at Brinkley, Ark., with Mr. Rheuark's parents.

Mr. Wm. H. Hubbard, engineer, Tulsa, wife, and son, are planning to leave soon on a trip to Seattle, Washington.

Mr. C. Duckworth, fireman, Tulsa yards, has returned to work. He has been in the St. Louis hospital for treatment.

Mr. Wm. Boyne, fireman, Cherokee Sub, is off on account of sickness. He is now in the St. Louis hospital.

Mr. T. Everly, engineer, is attending the National Convention of BofLF&E at Columbus. Mr. A. C. Alexander, fireman, is also attending this convention.

Mr. R. A. Monroe, fireman, Cherokee Sub, left for a short fishing trip somewhere in Arkansas.

Mr. H. R. Cole, locomotive inspector, Tulsa, wife and little son, are planning to leave soon on a trip to Alexandria, Louisiana, where they will visit with Mrs. Cole's parents.

Mrs. Wm. Dodd, wife of engineer, is leaving soon for a visit with her parents at Grand Bay, Alabama.

Mrs. Frank Russell, wife of machinist, is planning an extended trip to Chicago and Detroit and other points.

We wish to extend our sympathy to Mr. T. N. Garrett and family in the loss of Mr. Garrett's father, who died in St. John's Hospital, Tulsa, June 15th, after a short illness due to blood poisoning.

TELEGRAPH DEPARTMENT TULSA, OKLA.

W. K. BAKER, Reporter

N. A. Collins, third trick, West Tulsa, confined to his bed with an infected foot. Relieved by Baker and later by J. E. Moore.

Dave Estes, first south-yard, Oklahoma City, off two days recently; relieved by J. P. Wooten.

Congratulations to Philip DeBrasse, machinist, at Tulsa and Miss Fern Durnell, formerly a head waitress at the Frisco eating house, Sapulpa, on their recent marriage.

A. N. Graves, relieved on third at Weleetka until H. J. Houghland from second Afton took the job on bid.

When the cashiers and first trick telegraphers job at Chelsea was consolidated, B. L. Tibbs chose the extra board. I. S. Watson from third to first on bid, with A. W. Gamble relieving on third.

Agency, Davenport, went to A. E. McCans, with E. F. Oaks relieving on second Bristow until bids up.

Second trick, Chickasha, was abolished May 12. J. Gerlack to third, vice Roy Sloan to agency, Amber, vice W. B. Miller.

Third trick, Chandler, abolished May 12. G. L. Egbert to second, vice C. L. Murphy to second, Pierce City, vice J. E. Hulse to third, Beggs, vice M. B. Reynolds.

W. H. Cashman, first KB Tulsa, is driving a new Chev sedan. Congratulations!

Effective May 26 the Frisco lost second trick at south yard, Oklahoma City, in favor of the Rock Island. H. S. Fisher to first trick "KB" Tulsa, vice W. H. Cashman to first East Tulsa, vice Mrs. Nesbitt to second, vice Roy Reader to second White Oak, vice O. A. Cox.

J. J. Corum, agent, Schuler, off sixty days visiting his family in Springfield; Gene Autry relieving.

W. M. Estes, first trick "XY" Sapulpa, won second trick Afton on bid, A. N. Graves relieving at "XY". Displaced by J. E. Moore.

W. M. Fraser won the second trick at Bristow on bid. Mr. Fraser has been relieving in the Memphis relay office for some time.

W. M. Estes, first "XY" Sapulpa, to Afton second on bid. C. G. Wilson worked Afton and J. E. Moore "XY" while they were on bulletin.

D. F. Smith, ticket clerk, Sapulpa, off sick few days; relieved by Geo. F. Smith.

W. L. Beasley, third trick Bristow, off two weeks with the flu. At this writing he was fully recovered and back to work; relieved by Wilson.

O. L. Haddon, Jr., third trick towerman at the Tulsa interlocker, off one day recently; relieved by extra towerman Rubin.

The sympathy of the telegraph department is extended to Mrs. N. Gideon, first trick telegrapher at Bristow, on the recent loss of her mother who passed away May 16. The relief was made by J. E. Moore, displaced later by Gene Autry.

Two future conventions to be held in Tulsa and which a good percentage will ride over Frisco Lines will be, the Oklahoma Educational Association in February, 1932, with a membership of approximately 6,000 teachers, and the Northeast Oklahoma Teachers' Association next October, with 3,500 teachers.

A. C. Benz, first trick, Claremore station, off on a three-week vacation with Everly Oakes relieving.

On June 8 the telegraph office at south yard, Oklahoma City, was moved from the temporary structure into the new Frisco-Rock Island depot. Although the telegraph office will function from the new depot it will not be officially opened until sometime in July.

A certain conductor on this division told me today that forty extra operators were shipped into Tulsa today in a crate. Upon investigation I found the crate contained **forty monkeys** destined to Mohawk park.

Mrs. M. E. Heinzman, wife of second trick operator at "XY", Sapulpa, entered St. Johns hospital at Tulsa June 6 to undergo an operation.

The following sign was noticed painted on an Oklahoma City garage: "Cars washed, greased and polished, \$1.00—Austin's dunked two for a dollar."

E. D. Holland, extra operator, is back in Sapulpa after spending two months with his parents in Russell, Texas.

G. O. Pickett and W. K. Baker took the Rock Island book of rules examination in Oklahoma City May 10.

Mr. T. J. Burns, conductor, Red-River Sub, suffered a paralytic stroke just recently, but reports from the Frisco hospital at St. Louis are that he is recovering and is able to sit up at this writing.

The sympathy of the telegraph department goes out to F. G. McCaughan, conductor, Red-River Sub, over the death of his wife who passed away in Sapulpa June 4.

M. E. Heinzman, second "XY" Sapulpa, off couple days account the illness of Mrs. Heinzman; W. K. Baker relieving.

O. B. Younger, second towerman, Tulsa interlocker, off five days fishing; relieved by extra towerman Rubin.

OFFICE OF SUPERINTENDENT SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Miss Ella Thrasher spent a few days in Chicago and Gary, Ind. On her return she stopped at St. Louis.

Mrs. Oma Hathaway and son, Nathaniel, enjoyed a week's vacation at Corpus Christi, Texas, visiting Mrs. Hathaway's niece.

Frank Campbell has just returned from an overland trip to Grenola, Kan., where he spent a few days with his grandmother.

The family of Fred A. Smith, dis-

patcher, is summering at Long Beach, Calif., with relatives.

T. J. Gordon, dispatcher, is taking a 30-day vacation. During his absence he is being relieved by H. O. Brenner.

Miss Lois Flanagan entertained the girls of the superintendent's office at a noon-day luncheon. There were eight guests, including Miss Juliet Baskett, formerly employed at the office.

Mary Jo. West, daughter of M. E. West, was awarded the \$100 scholarship given by the A. A. U. W. of Sapulpa.

Miss Frances Husted, daughter of C. F. Husted, maintenance clerk, was among the graduates of the 1931 Sapulpa High School class.

Miss Marguerite Busch, daughter of H. F. Busch, is home from Oklahoma University for the summer recess. Miss Busch has been pledged to the Pi Beta Phi Sorority this year.

40th AND 43rd TRACK DIVISION SAPULPA, OKLA.

J. A. McMILLAN, Reporter

Track forces on the Cherokee sub are relaying the "Neosho Hill" with 110-lb. rail, which will be quite an improvement over the 90-lb. rail now in the track.

B&B forces are placing false work for the renewing of the stone piers at bridges G-290.1 and 321-7. The old piers will be torn out and new concrete piers placed at these bridges.

A meeting of all the maintenance of way employees was held at Tulsa May 24th. The meeting was one of the most successful ever held on this division and a record attendance was reported.

An 800-foot track is being constructed by the terminal forces, to serve the Mid-Continent Petroleum Corporation at West Tulsa.

Wm. Everage, B&B carpenter is undergoing treatment at the St. Louis hospital.

TRAFFIC MANAGER'S OFFICE OKLAHOMA CITY

LUCILLE BATTERN, Reporter

A fine baby girl was born to Mr. and Mrs. D. D. Bucklin on June 10th. Little Miss Donna Jean Bucklin. Mother and baby are doing fine and it is reported the father will recover. Congratulations to them.

It is with deep regret that we report the passing away of Mrs. Rainwater, mother of Mrs. R. O. Hopkins on June 1st. Wish to extend our deepest sympathy to the family in their sorrow.

Mrs. Hill, wife of V. F. Hill, operator, is now visiting her sister in Huntington, Ark.

On our All Expense Washington Educational Tour we had a total of 101 passengers from Oklahoma City and surrounding stations. Mr. D. M. Hickox, soliciting freight and passenger agent, accompanied this special party to Newburg.

R. C. Canady, assistant superintendent, held a special solicitation meeting of all agents and other employees at the Union Station, Oklahoma City, 9:00 a. m., Sunday, May 24th. Purpose of this meeting was for discussing new means of soliciting tonnage for our railroad and also methods of handling grain this season.

D. D. Bucklin, rate clerk, his wife and son spent the week-end of May 16th, visiting in Springfield, Mo., where they resided until recently.

Celebration of the opening of Walker Street underpass was staged Tuesday, June 9th. Amidst the blowing of whistles and ringing of bells, the ribbons were cut, releasing traffic across the structure.

Vacations are at hand. W. G. Buffington, assistant general agent, returned June 15th from his vacation, which was spent in Oklahoma City, but Buff reports a very enjoyable time and he appears to be in tip top shape for another year.

D. M. Hickox, soliciting freight and passenger agent, his wife and daughter just left on their vacation, which will be spent visiting points in Tulsa, Dallas and Kansas City.

The formal opening of our Union Station has been set definitely for July 17th.

TRAFFIC DEPARTMENT TULSA, OKLA.

MARGERY A. O'BRIEN, Reporter

The Ladies' Club had a covered dish luncheon on Wednesday, June 3rd. Mrs. Earl Head, wife of claim agent, hostess, had a fine attendance and lots of good things to eat. After luncheon the married ladies had a nice time playing bridge. Everybody enjoyed it very much.

We wish to extend our sympathy to Mrs. W. L. Miller, wife of the late W. L. Miller of Sapulpa, and also the other members of the family.

The Ladies' Club held their monthly meeting Monday night, June 15th. We had a nice attendance.

The Frisco Employees' Club will hold their regular monthly meeting on Friday evening, June 19th. After a short business meeting there will be a dance, and while it is a little warm for this sort of amusement, we are looking for a larger crowd than has been present heretofore, as there is to be an attendance prize.

Tulsa Traffic Club held their annual picnic at Sand Springs Park yesterday. A number of out of town railroad officials were here and the picnic was quite a success.

The Golf Tournament of the Traffic Club picnic was held on Tuesday the 16th, and while we haven't heard as yet who were the lucky ones, we are hoping that Messrs. R. C. Culter and O. H. Reid of this office, who took part, will be among the winners, as they offered

INCOME PROTECTION

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Address.....
.....Age.....
Occupation.....	R. R.....

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General Offices CHICAGO Canadian Office TORONTO

WHY WAIT—GET IT NOW

some very lovely prizes.

Tulsa is in the throes of a hot summer—and vacations are now being lined up, in fact, Mr. O. P. Rainey, rate clerk, was the lucky one and drew the first leave. Mr. Rainey and his family spent their vacation in the Ozarks. He reports having caught a number of fish. We have no reason not to believe this fish story as his wife was with him.

Mr. W. V. Castle and his wife are now on their vacation, having gone to California. Mr. Castle is assistant rate clerk in this office.

RIVER DIVISION

CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

Word has just been received here of the marriage of Miss Margaret Rueskamp, sister of Wm. Rueskamp, platform foreman, to Dr. N. L. Clisel of Spokane, Wash. Miss Rueskamp has been teaching English and History at Central High School here for the past two years.

Clay Smith, first trick operator at MQ Tower, has just returned to work after an absence of about two weeks. Mr. Smith's mother has been seriously ill and he spent the entire time he was off duty with her.

James N. Clark and family motored to Sturdivant, Mo., Sunday, and spent the day with Mr. Clark's sister, Mrs. Lillian Thornton, who is agent at Sturdivant.

Mr. and Mrs. E. F. Smith have returned to Cape Girardeau from Lewiston, Mo. Mr. Smith is auditor for the Sinclair Oil Company and has been assigned to territory in Missouri. Mrs. Smith is the daughter of General Agent J. T. Hulchan.

Claim Agent and Mrs. Harry Allard have just returned from Vergennes, Ill., where they attended the funeral of Mr. Allard's brother-in-law, Mr. James McNabb.

Mr. Jack Sheppard, engineer, has returned to the Frisco Hospital at St. Louis for treatment.

BLYTHERVILLE OFFICE

MARY FERRELL, Reporter

Mr. Fred Carlock, operator, and Mr. F. W. Carlock of Hayti, Mo., drove to Illinois, May 21st, for a few days visit with their mother. Robert Holland relieved Mr. Carlock.

A very pleasing recital was presented by the musical and expression students of Mrs. Cecil Lowe and Miss Marie Moon at the high school auditorium, evening, June 4th.

Mr. E. E. Frazier, special agent, was among those from Blytheville who enjoyed the excursion on steamer "City of Memphis" which left Barfield for a few hours' trip down the Mississippi, evening, June 3rd. The American Legion had charge of this affair, which no doubt added to its importance.

We have gained popularity! Dick Brown came to the office a number of mornings telling us of numerous places he had been. It developed that Dick made mention of the fact that he was interested in purchasing an automobile—naturally the salesman lost no time. Dick is now one of the many endeavoring to hold his half of the highway in a "Ford".

Out of the night comes dawn,
Out of sympathy comes service.

Mrs. C. L. Forster, Funeral Home

No. 918-920 Brooklyn Ave.

KANSAS CITY, MO.

GRand 0336

The writer was in Sikeston, May 30th and 31st. Sunday afternoon drove to Chaffee and enjoyed a short visit with a number of folks. Understand Jim, Tillie and Mary left a few minutes prior to my arrival. Sorry I missed seeing them.

Anyone desiring to know the effect of a typhoid "shot" should call on our Mr. Ed Foster. Ed has been pretty sick and now he wonders if having the fever could be worse.

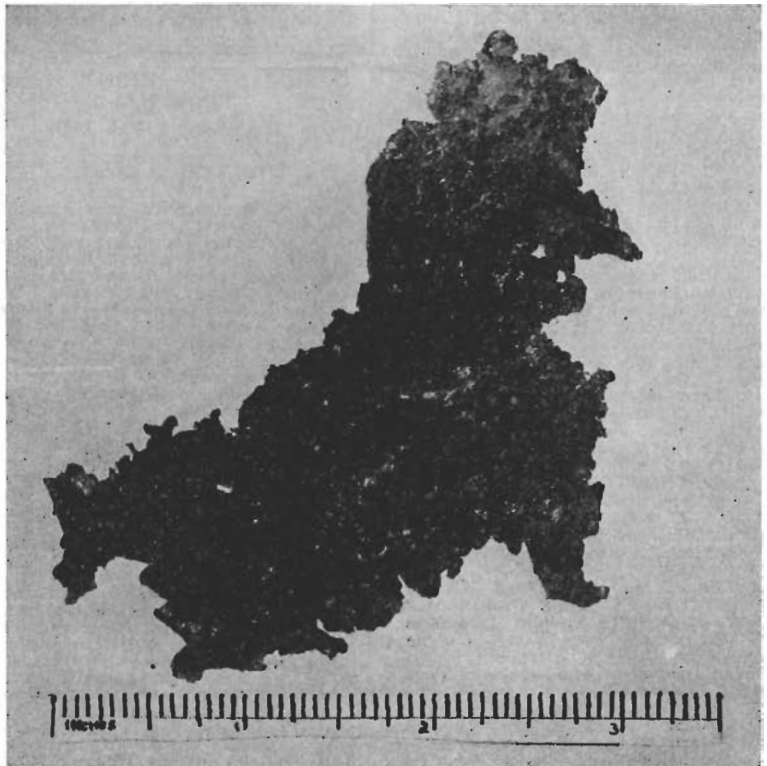
Miss Virginia Blomeyer, daughter of Mr. and Mrs. E. F. Blomeyer, has returned from Fayetteville, where she attended the State University the past year. She expects to spend the summer here.

Norris Moon also arrived in Blytheville early part of this month to be with his family for the summer.

Miss Hilda Holland was honoree at a lovely garden tea, given by Misses Marie Moon and Gladys Barham at the

Barham home, June 11th. A number of such affairs were given for Miss Holland, who became the bride of Howard Caldwell of Hot Springs, Ark., at 9:30 o'clock at the Holland home, morning, June 13th. A few special friends and relatives were present at the ceremony. Hilda is the daughter of Judge V. G. Holland, Frisco attorney. Every wish for their future happiness is extended Mr. and Mrs. Caldwell.

Do you ever read "Detective" stories? Evidently Fred Beall, claim agent, and Ed Foster do, because real early one morning a few days ago Mr. Beall came rushing into our office and secured the services of Ed to help discover just who the "dead" man was lying on an express truck locked in the "cage"—the dead man being wrapped in tarpaulin, his head covered with pasteboard. This trespasser was such a sound sleeper that the express boys were unable to arouse him; as a mat-



The Rust Dragon and the Tie Plate

Once there was a new tie plate. It was put in service unprotected and, for a while, did its work efficiently.

But there was a savage dragon which lay in wait for the tie plate.

It attacked it and weakened it and finally reduced the tie plate to its own image.

That dragon is lying in wait for every pound of neglected steel the world over.

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ter of precaution, pulled the truck in the cage and locked it. This Mr. Beall and Ed didn't know, so were out to learn the "why and how" of things. Can't one even sleep in peace?

Mr. J. A. Chapin, express agent, has returned from Monett, Mo., where he has been working several weeks during the strawberry movement.

Miss Marie Moon expects to leave for St. Louis June 20th, where she will study dancing this summer.

Mr. and Mrs. Dick Brown and family were Hayti visitors, recently.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Mrs. W. J. Ferguson and daughter, Evelyn, and son, Robert, have departed for an extended visit with relatives in Lincoln, Neb., and Spokane, Wash.

Mrs. J. A. McAllen, who recently underwent a major operation at the Frisco Hospital in St. Louis, is reported getting along nicely and is expected home soon.

Mrs. A. N. Matthews and daughter, Miss Mary, have been visiting with relatives in Fort Scott, Kan.

Mrs. J. A. Allison was recently called to Malden, Mo., to attend the funeral of her nephew, who was drowned.

Dispatcher J. J. Wehling, Mrs. Wehling and daughters, Misses Irene and Lizetta and Frank Lilly of St. Louis have been camping for several days in the Ozarks.

No question but what the good old summer time is really here; Ray Fatchett went fishing last week and returned with one fish (size not known) and a good coat of tan.

Misses Irene and Esther Rigdon have returned to their home in Los Angeles after a three-weeks' visit with their brother, O. E. Rigdon of Chaffee, and their sister, Mrs. Verne Bess of Poplar Bluff. Both the Misses Rigdon were formerly employed in the Chaffee office and have many friends among the Frisco force, who were glad to see them.

Mrs. O. P. Krueger and sister of Springfield, Mo., and Mrs. D. T. Wells of Cape Girardeau, visited with friends in Chaffee recently.

Miss Anna Kane entertained with a bridge party on May 30th, in honor of her guest, Miss Mary Dailey of Kansas City. Those present were Misses Lorena Bollinger, Ann Guethle, Elizabeth Grieshaber, Nan Lonergan, Anna Golden, Irene Rigdon of Los Angeles, Cal., and Misses Friend and Dailey of Kansas City.

Mr. and Mrs. W. R. McDonough and daughter, Mary Elaine, of Memphis, have been visiting with friends in Chaffee. Mr. McDonough was also up on a business trip recently.

Harold Hopkins says when he quits calling, he is going to Hollywood and put over something big in the way of advertising for a new show, just as he did for "The Early Bird", which was recently put on by the members of the Epworth League.

Mrs. R. E. Stewart has been visiting with relatives in Springfield, Mo.

C. E. McDonough is working as maintenance of way timekeeper while C. G. Roland is in the hospital. Mrs. McDonough and little daughter were guests of Mrs. M. E. Gesi for a few days while "Chick" is making Chaffee his headquarters.

Mr. and Mrs. V. E. Hopkins visited with Mr. Hopkins' father at Bloomfield recently.

M. E. Gesi was called to Ste. Genevieve on June 3rd, account death of his father, who had been ill for some time.

Mrs. Genest A. Morgan and son, James, and daughter, Beverley Ann, have returned from a two-weeks' visit with Mrs. Morgan's parents, Mr. and Mrs. C. McBroome of Fort Smith, Ark.

Ben Grieshaber, of the telegraph force, was away on a two-weeks' vacation last month.

Misses Lorena Bollinger and Ann Guethle made a trip to Pensacola, Fla., June 11th to attend the celebration in connection with the opening of the Pensacola Bridge. Miss Martha Reynolds of Hayti and Miss Myrl Jones of St. Louis took care of the work on their desks while they were away.

Miss Elizabeth Grieshaber entertained with three tables of bridge in honor of Misses Irene and Esther Rigdon of Los Angeles, during their visit in Chaffee.

Mrs. Alonzo Finn and two children of Kansas City have been visiting with Mrs. Finn's father, Mr. W. E. Burgess.

Miss Ila Cook of the accounting department at Memphis recently spent the week-end with her mother, Mrs. A. W. Fay.

Conductor and Mrs. A. M. Townsend have moved from Hayti to Chaffee and are making their home at Mrs. A. W. Fay's residence on South Main Street.

NORTHERN DIVISION

OFFICE OF SUPERINTENDENT TERMINALS KANSAS CITY, MO.

TOM KEHOE, Reporter

Whew! Summer is here again, and no foolin'. Just ask a fat man, he knows! But at that, summer has its compensations. There's vacations, and fishing, and the old swimming hole. Speaking of vacations, or rather, whenever you hear anyone else speaking of vacations, don't forget that the Frisco has cool comfortable trains running to many pleasant vacation spots—and traffic tips are always in season.

The Frisco Baseball Team opened the season on May 17th, when they played the Clay and Bailey team. It was a close and exciting game to the last play, both teams being evenly matched. Up to June 12, the team has won 2 games and lost 2, but from the Scribe's observation, the boys are just rounding into shape and will no doubt be on top at the close of the season, as they seem to be one of the fastest teams in the league.

It appears that Old Father Time has overtaken Nick Fracul in his baseball career. During the Clay and Bailey game on May 17th, with the score tied in the 9th inning, two out, and a man on 3rd and a man on second begging to be brought home, Nick bravely steps to the plate and offers to pinch hit for the man coming up, with the confidence of the "Great Babe". It turned out, however, that he was to play the role of the "mighty Casey at the bat", instead, for when the dust had cleared away, Nick was seen sauntering toward the bench, having taken three healthy swings at the air. We glory in his spunk though and wish him better luck next time.

While we are discussing baseball, we feel that one of our office force deserves honorable mention. Bill Walsh, the old leaguer, with a number of baseball seasons to his credit, is now leading his team with a batting average of .500 and fielding average of 1000.

During a recent campaign, which was promoted by the Leeds Improvement Association for the beautification of homes and lawns in that community, J. O. Burns, section foreman, won first prize. We are expecting an invitation to a lawn party so that we may all have an opportunity to pass judgment on his ability as a landscape artist. We want to congratulate Mr. Burns on this honor.

Harry A. Yeager, son of A. B. Yeager, switchman, passed away Sunday, May 31st, at his home in Merriam, Kans. Funeral services were held June 2nd from the Lindsey Funeral Home, Kansas City. The office of superintendent terminals extends deepest sympathy to his family.

L. A. Buchner, engineer, left June 1st for Canada, where he will spend his vacation.

Glenn Ballenger, chief caller, made his operatic debut at the Ivanhoe Temple, June 9th. We have heard from reliable sources that it was a huge success.

M. L. Sollers, switchman, was called to Emporia, Kans., May 21st, account of illness of his sister-in-law. He also visited relatives in Chanute and Florence, Kans.

Mrs. R. R. Radford and son, Bobby, are visiting relatives in Wichita, Kans.

Kerby Fouts, B&B carpenter, has again demonstrated his artistic ability. On May 26 and 27, he painted our office building a bright red with black trimming, which is quite effective. Kerby surely swings a wicked paint brush.

I noticed in looking over the Kansas City Star recently that Rich O'Connor, car record clerk, and T. J. O'Brien, switchman, had burst into society. Their names were included in a list of reservations for the Card Party and Dance held by the Sunnyland Club at the Pla Mor Ball Room on May 29th. Whether or not they attended the affair is not important, at least they have now made their debut in society.

We are sorry to learn that Mrs. F. E. Morgan, wife of assistant to superintendent terminals, is seriously ill. We hope to have a favorable report soon.

From all appearances, the depression is over, so far as A. J. Finn is concerned. He is proudly sporting a new Chevrolet coach, which he purchased on May 17th. Up to the present writing, he has only reported two minor accidents with it. The car is a beauty, and we hope he can keep it in shape until the "new" wears off.

We want to congratulate Mr. Earl Snook, section foreman, 8th Street District, and wife, upon the arrival of an 8-pound baby girl on June 7th, whom they have named Jewel Marie.

Mrs. Ralph Blank, wife of yard clerk, has been seriously ill for some time, but recent reports indicate that she is improving. We hope she will soon be completely recovered.

Miss Janiece Bagemihl, daughter of J. C. Bagemihl, yard clerk, Rosedale, is spending her vacation in St. Paul, Minn., and Milwaukee, Wisc. We hope she has a pleasant trip.

P. H. Lunn, switchman, was called to Nashville, Tenn., May 25th, account of the death of his brother. Mr. Lunn has the deepest sympathy of our office.

Mr. Warren Richardson, yard clerk, and wife, are planning a fishing trip to Lanagan, Mo. We hope they have a pleasant outing and that the fish bite.

Mr. J. E. Harris, assistant yardmaster, Rosedale, was decorated with the De Molay Cross of Honor at the Legion of Honor ceremony in Wichita, June 9th. Mr. Harris is advisor in the Order of De Molay at Kansas City, Kans.

OFFICE DIVISION ACCOUNTANT FORT SCOTT, KAN.

VASHTI GRIMES, Reporter

We are glad to welcome Broe Mitchell as our new bill and voucher clerk in lieu of Bert Tiffany, deceased. Broe spent the holiday, May 30, packing and loading household goods, while other members of this department sought diversions of a different nature.

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St. Louis, Mo.

Mr. and Mrs. T. J. Sweeney, Mr. and Mrs. H. A. Mitchell, Speedy Reed and Loretto Henry, of Springfield, enjoyed a fishing trip near Uniontown, Kan., May 30 and 31.

Eunice Hagerman spent May 30 and 31 in Birmingham as the guest of Mrs. Nellie McGowen.

Vashti Grimes visited in Memphis May 30 and 31.

Delbert E. Tiffany is now making his home with his grandparents, Mr. and Mrs. D. M. Essary, in Birmingham.

Sympathy is extended Blanche Bicknell in the loss of her father June 1.

Evidently T. J. Sweeney believes in the slogan, "Buy now and bring prosperity back." He recently purchased a new Victoria.

S. W. Booth of St. Louis was a recent visitor in this office.

Mrs. H. A. Mitchell and children and Mrs. T. J. Sweeney and daughter spent a few days camping on the Osage river near Mapleton, Kan.

TRAFFIC DEPARTMENT KANSAS CITY, MO.

W. A. YOUNG, Reporter

F. R. Newman hereby serves notice that anyone expecting to visit Moose Lake, Minn., for the purpose of catching fish, might just as well stay at home after June 10. He expects to practically exterminate the fish in the two weeks that he will be there.

We have solved the mystery of "Bill" DeVeney's excellent game of golf. It all hinges upon his skill as a mathematician. Last Saturday after he had missed the ball a couple of times on the tee, dubbed a brassie and a few iron shots, not to mention two or three

putts, "Bill" managed to par the hole with a snappy four.

Roy Scott had an opportunity to say "Good morning, judge" last week. "Scotty" has overlooked the fact that a city license is necessary.

After more than thirty years of single blessedness, Johnnie Sachsen is about to turn all holds loose and jump into the sea of matrimony. June 25 is the date.

TRANSPORTATION DEPARTMENT NEODESHA, KANS.

MISS GLADYS ROTH, Reporter

Loren Lane, son of Conductor A. Lane, has left for New York where he is attending school.

Agent O. C. Miller and wife spent the month of June visiting relatives in Forest Grove, Ore., and different points in California.

Glad to report that Mrs. F. C. Rustenbach, wife of our agent at Fredonia, who was operated on in Mt. Carmel hospital at Pittsburg for appendicitis is getting along nicely.

Also that Frances Keitzer, daughter of Conductor A. Keitzer, underwent an operation for appendicitis at the Neodesha hospital and is reported as getting along nicely and soon expects to be feeling better than ever.

Information has been received that Conductor Dunnigan on train 311, May 17, finding a crowd of agents on there going to Beaumont to attend agents' meeting and not being acquainted with each other he introduced the men, causing them to have a more enjoyable trip inasmuch as they could all get together and chat on their way out to Beaumont. The men wish to thank Mr. Dunnigan for his thoughtfulness.

Mrs. C. S. Havens, wife of yardmaster, attended the American Legion Auxiliary Convention at Manhattan June 1. Her daughter, Barbara, accompanied her as far as Yates Center where she visited relatives.

Mrs. John Hornback of Bartlesville, Okla., was the guest at the home of Mrs. and Mr. J. A. Miller, Jr., during the last week in May.

T. R. Callow, account reduction in force, has displaced Dorsey Smith as second trick yard clerk at this point.

Glad to be able to report that Mrs. John Matthews, wife of conductor, who was injured while in Topeka recently, is reported as recovering slowly.

As all the railroad men know there are Book of Rule Meetings held at least once a month on all parts of the railroad, but it is our understanding that we are having Book of Rule Meetings held every day on a bench in front of the lunch room with various men acting as chairmen, at Neodesha, and that the rules are more thoroughly discussed than at our regular meetings.

Conductor A. Lane and wife enjoyed a visit in Denver, Colo., recently. Mrs. Lane attended a convention at that point.

E. L. Cameron, former switchman at this point, has moved to Kansas City where he has accepted employment. Cameron left the railroad account being on the extra board and same being a little slow.

R. M. Batterton, who is acting relief dispatcher at Joplin, was visiting in Neodesha recently.

Mr. J. A. Miller and wife of Webb City, Mo., spent the week-end of June 6 with their son and wife, Mr. and Mrs. J. A. Miller, Jr. Mr. Miller is agent for the Frisco at Webb City.

JOPLIN, MO.

R. C. FLETCHER, Reporter

Mrs. Ruth Crane of Detroit, sister of A. L. Franklin, storekeeper, visited her brother at his home, 2017 Anna Baxter, the last of May. Mrs. Crane was formerly connected with the Frisco at Springfield in the office of the super-

intendent of transportation. She is now connected with a radio broadcasting station in Detroit, arranging all programs of the station.

Mrs. E. S. Richards, wife of Machinist Elmer Richards, left May 20 for a short visit with friends and relatives in St. Louis and Covington, Ky.

Mr. George Sprague, traveling locomotive inspector, was here on the 22nd of May and found everything in its usual good order, having only a few minor suggestions to offer.

The water service force on the Kansas division has been reduced to one man.

Mr. Scherman was made working gang foreman. Mr. Wagner is "the gang."

Mr. Rowten, of the car accountant's office at Springfield, was here on business May 26.

Mr. M. M. Sisson, general manager; J. H. Doggrell, superintendent of transportation; J. H. Macgregor, assistant traffic manager; T. U. Young, of the general manager's office, and Mr. W. H. Bevans, superintendent, were among the out-of-town visitors here the 2nd of June.

Mr. and Mrs. A. L. Franklin were in Springfield on the 6th of June, visiting Mrs. Franklin's mother, Mrs. H. A. Bray. When the Franklins returned Mrs. Bray accompanied her daughter to Joplin where she will visit for a few days.

Mr. R. D. Spafford, water service foreman of the Northern division, was in Joplin the first part of June.

Mr. Burgess, general chairman of the system committee of shop crafts, was here on the 5th of June.

The Frisco Employees' Club held their meeting at the freighthouse on the 4th of June. Mr. Bevans, superintendent of the Northern division, visited this meeting and gave an interesting talk.

Mrs. Robert Innman of Fort Worth, Texas, visited her mother and brother, Oran A. Rea, on the 25th of May.

Miss Inez Lillian Compton and Mr. Oran Asher Rea, machinist at the roundhouse, were married on the 25th of May. They will make their home at 1819 Wall street. We certainly wish these newlyweds the best luck in everything.

Messrs. Jack Redyard and Tommie Thompson, traveling electricians, were here to repair motor car 2110 on the 12th and 13th of June. About a week before one of the binding wires around the generator armature broke and knocked the insulation off of four of the coils. These coils had to be raised and reinsulated. Since January 7, and up until this accident, motor car 2110 traveled slightly over 21,000 miles without missing a single trip. From the first of October until January 7 the same car made six trips a week, being held off the run account of handling a show troupe with special equipment which necessitated a steam train. From October until June the car was not off the run on account of dis-

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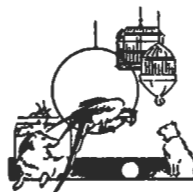
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ability a single trip. This little accident which could not be avoided cut short the goal of 25,000 miles set by Engineer Holland.

OFFICE OF GENERAL AGENT KANSAS CITY, MO.

MARK CASSIDY, Reporter

Andy Kranichfield spent a pleasant week-end in Havana, taking advantage of the Decoration Day holidays. He reports that the fishing was excellent, with the usual results. I forgot to say that it was Havana, Kan., not Cuba. A movement should be put under way to purchase an alarm clock for Joe Kramer. The whistles around here disconcert him. One day recently, Joe, upon hearing the four o'clock whistle, straightened up his desk and started for home. I suppose he met one of life's minor disappointments when he learned that he had an hour to go.

Ray Ruisinger returned with his bride from the East on June 8. The office gang and many from the yards attended the chari-vari on Friday, June 12. It was one of the best gatherings we have had for some time. A linen dinner service was presented to Ray and his wife, amid the happy felicitations and good wishes of the entire assemblage.

Elmer Lindeman lived up to all expectations for noisemaking. However, no plaster was jarred from the ceiling, so perhaps Elmer wasn't in form.

Stuart Yockey will never trust Nick Fracul again. He was inveigled into playing the "dead-man's" game at Ray's, and is now convinced of the duplicity of railroad clerks in general. That is alright, Stuart. A good paddling now and then is good for what ails you.

The Frisco ball team, after an inauspicious start, has regained last season's stride, and is again winning ball games. The latest victims were the Station Plaza players, who went down in a 9 to 2 defeat. Good pitching and heavy hitting featured.

Nick Fracul has severed connections with the ball team and has given up all aspirations to being the local Babe Ruth. Nick has an ideal Ruthian figure for the job. Maybe he ought to stick to it.

Much excitement was occasioned the night of Saturday, June 6, when Lon Ivory rushed into the office and said that Cecil King's car had been stolen. Everybody rushed downstairs to catch the thief, and cornered him about a block from the office. We didn't keep him for long, though. He was just a little man, but he was part jack-rabbit. The other part was mountain-goat. He raced up the bluff, with a pack of bill clerks hot in pursuit, and trying to head him off. He lost the whole gang of us on Vinegar Hill, thereby ending a perfect chase. He didn't get away with the car, and we didn't get him, so everything was even.

Clarence Tarry was off from the 9th to 12th, inclusive, attending the trial of a suit he had brought against a local cement company. The suit grew out of the wrecking of Tarry's car about two years ago. The verdict was awarded in Tarry's favor, giving him a judgment of \$7,500.00 against the defendant. Now all he has to do is collect.

OFFICE OF SUPERINTENDENT FORT SCOTT, KANS.

BLANCHE BICKNELL, Reporter

A pretty home wedding was solemnized at the home of Mr. and Mrs. C. Z. Miller, 123 North Crawford street, Fort Scott, when their daughter, Ruby Louise, was united in marriage to Mr. Clarence C. Jones. Mr. Jones is well known, having been with the Frisco here for a number of years, and at the present time is employed in the yard

office. Mr. and Mrs. Jones are now at home at 13 North Holbrook street.

C. L. Payne has taken over the duties of transportation clerk, vice Reid Darling, who has gone to chief yard clerk position. Clarence Jones has bumped on the third track yard clerk job, working from 11 p. m. to 7 a. m., vice R. L. Tweedy. Mr. Tweedy has gone to Wichita to bump into a similar position. Carl Cowan has bumped into yard clerk position held by Fred Frease.

Miss Carol Carson, daughter of F. H. Carson, who is cashier-chief clerk to general agent, was chosen as the most beautiful girl in the 1931 graduating class of the Fort Scott High School.

Miss Helen Jones and Mr. Robert Montgomery were united in marriage on May 22 at Fort Scott, Kan. Mrs. Montgomery is the daughter of Engineer J. E. Jones of this city.

Allen Spafford, son of Mr. and Mrs. Roy D. Spafford, has gone to St. Louis where he will receive M.D. and A.B. degrees at the St. Louis University commencement. Allen has arranged to serve as interne at St. Luke's hospital at Kansas City for the next year.

Mrs. Jack Dalton has returned from a week's visit at Rockaway, in the Ozarks, at the cabin of her sister, Mrs. E. J. Ballantine. Her mother, Mrs. J. H. Mack, of Springfield, Mo., is the guest of the Dalton's for a week.

A. J. Bicknell, Will G. Bicknell, and Miss Blanche Bicknell wish to thank their many friends for their sympathy expressed in the beautiful flowers sent at the time of their late bereavement.

George Carson, son of Mr. and Mrs. Frank H. Carson, has arrived home from Philadelphia, where he has been attending college, and will spend the summer vacation at home.

Conductor L. A. Heinrich and wife have returned from their delightful six weeks' southern trip. Mr. Heinrich was a representative of the Gulf Lodge No. 17, Brotherhood of Railway Trainmen at the triennial convention at Houston. The city of Houston showed them a royal time and the order planned week-end excursions for delegates to show places, including Galveston, San Antonio and Old Mexico. Three hundred delegates had their wives with them and the ladies also had a pleasant and profitable meeting.

W. L. McBride has been assigned to the agency at New Albany.

MAINTENANCE OF WAY DEPT. FORT SCOTT, KAN.

BERNICE HEINBACH, Reporter

The section foremen on the 10th, 11th, 12th and 13th track divisions had a fine meeting Sunday, May 17th, at the Y. M. C. A. hall at Fort Scott, with Mr. J. O. Armstrong, division engineer, presiding. There was a good attendance of the foremen, who entered into the general discussions of the proper methods of performing their work. There were several visitors present, including Messrs. Claypool and Hudgens of the Accident Prevention Department.

We extend our sympathy to Mr. Forrest Short, draftsman in the engineering office, who was called to Dayton, Ohio, June 13th, on account of the death of his aunt.

E. G. Caskey, B&B carpenter, is taking a 30-day vacation, ending July 15th. Orris Brumley, B&B helper at Kansas City, is off for 30 days from June 16th to July 16th on account of vacation.

An extra gang was put to work on the Ash Grove Sub this month to lay two miles of 110-pound rail.

The Huff spray car was run over the Ash Grove and Kansas City Sub-divisions this month, oiling the rail.

Had a fine meeting of the section foremen at Severly on Sunday, June 7th. Foremen from the 31st track division and foremen on the 32nd track division from Beaumont to Wichita were present.

Driving of piling on this year's assign-

FORT SCOTT ADVERTISERS

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**The PRICHARD-BLATCHLEY
DRUG COMPANY**
The Rexall Store
S. W. Cor. Main & Wall Phone 170
FT. SCOTT, KANS.

ment on the Northern division was completed June 3rd.

John O. Kelley, B&B carpenter, was off from June 1st to July 1st, taking his vacation.

WICHITA, KAN.

LOTA L. WILLIAMS, Reporter

June — roses — showers — long sunny days and vacation time! "Time to rest or roam the by-way." Mr. H. A. Baker is the first from this office to heed the ardent urge to get away to new scenes and freedom from the cares of the workaday world.

Still not too hot for Mr. Archer's week-end golf game, then he goes fishing. He says that fishing has been good, but the fish are scarce or hard to "hook!"

We are glad to know that Mrs. C. S. Underwood is recovering nicely from her recent illness.

F. W. Archer and family spent Memorial Day at Mr. Archer's old home town of Mt. Vernon, Mo.

S. P. Haas, local agent, T. J. Keating, agent at Wichita Heights, and Edw. J. Immele, chief clerk, attended the agents' meeting at Burton, Kan., May 24.

Mr. Immele has been generous with his roses, which adds a pleasing splash of color and fragrance to the office. Besides a rose garden, he has a strawberry patch which has produced some fifty quarts of strawberries, and we hear glowing reports of the wonderful strawberry short cakes which Mrs. Immele makes.

Mr. H. E. Morris, assistant general freight and passenger agent, represented the Wichita Employes' Club at a large gathering of shippers at Enid on the 9th,

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Direct from Paris comes the wonderful **ACADEMIC STOCKING** that quickly relieves the pain, fatigue and swellings of Varicose Veins, enlarged limbs and ankles. Reduces and beautifies limbs. Amazing results in hours!
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who were guests of the Employees' Club there. Mr. S. S. Butler, was the principal speaker and made a most interesting address.

Mr. W. S. Merchant, St. Louis, and Mr. E. G. Baker, Kansas City, were in Wichita on the fifth. Mr. G. F. Macgregor, Kansas City, was also a recent visitor here.

Mr. J. W. Thomas, conductor, is back on duty after about two weeks' absence on account of injury.

Mr. and Mrs. H. E. Morris have as their guests, their daughter, Mrs. A. J. Hereford, and children of Springfield.

R. L. Tweedy, yard clerk from Fort Scott bumped C. M. Steelesmith, general clerk at the local office, who has taken a position at Joplin.

I understand that the position of clerk at the roundhouse has been abolished and former clerk, Rex Gill, has now bumped at Fort Scott.

The Archer-Daniels Midland Company, owners of the Fredonia Linseed Oil Mill, Fredonia, are enlarging their flax storage capacity and will have a total storage of 640,000 bushels of flax seed when completed.

Wheat fields are rapidly changing from vivid green to golden yellow and harvest will begin generally over the Kansas wheat belt about the week of June 22. We have already had a few cars of new wheat in from Oklahoma.

Seeing an evening baseball game seems to be the favorite sport of E. J. Immele and A. R. Newcome.

A considerable number of both shippers and railroad men are expected here on the 19th to attend the Missouri-Kansas Shippers' Advisory Committee meeting, for which the Wichita Traffic Club, with the Chamber of Commerce, will entertain at a luncheon in the Allis Hotel.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

W. A. BULLARD, Reporter

Miss Louise Sieboldt, daughter of John Sieboldt, boilermaker, was married on the 3rd of June to Mr. Rudolph Clasper. They had a very beautiful wedding, the Little German Band furnishing music throughout the day.

Mr. Jimmy Kaiser, machinist, is still off on the sick list. We wish him a speedy recovery and hope to see him back with us soon.

Anyone wanting knowledge about a Chevrolet just ask Roundhouse Foreman Stoner. He has one that runs but won't move. When the car is started and put in gear the engine is ready to go but the car won't move. I wonder why?

Earl GeNung is a newcomer in our ranks, having been transferred from the West Shops, Springfield, to take care of vacancy caused by the absence of Roy Walls, the latter having been off for some time due to a very serious automobile accident. Mr. Walls, we understand, is improving, and we hope to see him back with us soon. We hope that Earl will be able to stay with us after Mr. Walls' return to work.

Mr. and Mrs. Ralph Fyffe have returned from a week's fishing trip in and around Chaffee, Missouri. They tell us they had a grand time and caught plenty of fish.

Louis Conley and Jimmy Pfaff spent a week-end recently swimming and fishing. They came back to work with beautiful new coats of tan—in fact they decided to lay off work for a couple of days, due to activity of any kind being rather uncomfortable.

We have two new members in the Frisco family. Mr. John Nachbar, assistant night roundhouse foreman, reports the birth of a child, June 1st, and Mr. Claude Coffey, machinist, also reports one born June 16th. Both BOYS!

Mr. George Stroble is back on the job again after being off for some time, due to an automobile accident several weeks ago.

George Kent, assistant roundhouse foreman, is now back on the day shift

CENTRAL DIVISION



Although the spot where Pete Dodd, crossing watchman at North Yard, Ft. Smith, Ark., has placed his flower garden is near the Frisco main line and yard, in the heat of the sun, and subjected to a downpour of cinders and smoke, Ft. Smith folks believe that he has one of the most beautiful small gardens in that city. The accompanying picture was made on May 3, 1931.

The garden is planted in phlox and petunias, and they grow in profusion. At certain hours of the day the traffic is heavy, as the location is in the heart of the factory district, but never a day goes by but what some passerby stops to comment on the beauty of the garden.

after relieving John Nachbar, assistant night roundhouse foreman, for two weeks, during which time Mr. Nachbar enjoyed a vacation.

The night men held their picnic June 17th. Several prizes were given to the lucky winners of various events. They also had a baseball game between the 4:00 p. m. to 12:30 a. m. men, and the 12:00 to 3:30 men. The result was 16 to 14 in favor of the midnight bunch. A good time was reported by all.

Our champion bowlers, General Foreman W. Medlock and "Boots" Abercrombie, apprentice, are still champs. They were challenged by Wm. Edwards, timekeeper, and Lee Taylor, assistant storekeeper, for six games, three to be played in Kansas City, Kansas, and three in Kansas City, Missouri. Well, Medlock and Abercrombie came out 4 to 2, as usual. They did not have to exert themselves, as Edwards and Taylor were off quite a bit. Medlock and Abercrombie are open for doubles any time. Mr. Joe Schwarz, who is manager for Edwards and Taylor, seems to be down in the dumps over the outcome.

WESTERN DIVISION

TRANSPORTATION DEPARTMENT ENID, OKLA.

CAMPBELL & HICKS, Reporters

In addition to this being the wheat season, it is also vacation time, and a number have taken advantage of the occasion to take trips.

G. W. Woolley, agent at Covington,

\$1.50 and \$2.00—NO UP MANHATTAN HOTEL

GEO. KUPFRIAN, Manager

Rooms With or Without
Private Bath
PENSACOLA, FLA.

SAN CARLOS HOTEL

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ABSOLUTELY
FIREPROOF

Headquarters for Frisco
Visitors



American National Bank
Pensacola, Florida
U.S.A.
CAPITAL AND SURPLUS \$1,000,000.00

has been away for about two weeks, visiting in different parts of the country, and being international minded, he visited in Canada for a few days.

Mrs. H. J. Harriss, wife of dispatcher, has just returned from visiting with her father in Herhana, Ills.

Mrs. K. R. Stapleton and Kelse, wife and son of dispatcher, have left on a long trip that will take them to Seattle and possibly Alaska. They expect to be gone the entire summer visiting with Mrs. Stapleton's parents.

We wish to extend our sincere sympathy to E. B. and O. C. Shelton, brakemen, in the recent loss of their father, and to Mrs. Perry Skinner, wife of brakeman, in the loss of her father at Rogers, Ark.

R. A. Worthington, brakeman, has left on a long trip that will take him to Buffalo, Cleveland and other parts of the East, with a possible side trip to the sister country.

Mrs. W. A. West, Dorothy, Robert and Richard, wife and children of brakeman, plan on visiting with relatives in Portland, Ore.

Mr. J. S. Avar, agent at Eddy, and wife will spend their vacation visiting in Shreveport and Leesville, La.

Miss Ada Dillon, chief clerk's stenographer, spent part of her vacation in Oklahoma City visiting with friends.

A. Braden, agent at Floral, was called away on account of the serious illness of his daughter. We sincerely hope the young lady has recovered.

R. Etchison is taking care of Dacoma station while the regular man, J. J. Hood is off on account of illness. Best of luck, Mr. Hood, hope you are back on the job soon.

H. E. Vermillion is looking after Ames until the regular man, L. B. Lindley, returns.

We have a regular business go-getter in the person of R. Smith, section foreman at Floral, Kans. Mr. Smith doesn't let his eight hours spell his service to the Frisco, he is on the job all of the time, just as soon as he hears about any one who is even thinking about making a shipment of any kind, live stock or cream, he is right on the job, usually gets the business then, as well as future business. This is the sort of thing that helps, and will put the railroads back where they belong. Congratulations, Mr. Smith, this is good work.

The Western division has made a

number of changes on the sections, and after all of the men placed themselves, the results were as follows: Russell Smith, from Floral to Atlanta; Albert Davis, from Winfield to Floral; Vane Powell, from Blackwell to Hunter; J. W. Thorp from Manitou to Okeene; W. W. Hall, from Cold Springs to Carleton; J. J. Johnson, from Cordell to Manitou; J. W. Chapman, from Lucien to Keystone; Joe Skinner, from Pawnee to Mannford; Jack Hasbarger, from Lela to Pawnee.

We had quite a number of out-of-town employees and guests who attended the banquet sponsored by the Club at Enid on the 9th of June, which is described in this issue of the Magazine.

TEXAS LINES

TRAFFIC DEPARTMENT
FT. WORTH, TEXAS

CORYLYNE PLEDGE, Reporter

Mr. H. J. Perkins and family are vacationing in Iowa visiting Mrs. Perkins' brother.

Wheeeee! Swimming time is really here. Incidentally ye scribe has the

FIRST NATIONAL BANK in Wichita

WICHITA, KANSAS

RESOURCES

\$20,000,000.00

beginning of what promises to be a very nice sun tan, but at the present writing it is at the stage of keeping a close look-out to see that no one playfully slaps me on the back. Think by next Sunday it will be ready for another day on the beach to get the next coat.

Mr. Steele waxed poetical and here is the result:

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"There have been times, I must confess, When things have been in a H..... of a mess.

But just the same I'll say with a grin, It's a darned good year for the shape it's in."

Mr. N. L. Law and wife will spend their vacation in Colorado.

We are all getting ready to throw care to the winds and really have a glorious time next Sunday the 21st at the Frisco Employees' Club picnic to be given at Lake Worth.

Mr. W. C. McFrancis has just given us some interesting news. His daughter, Helen, will receive her degree from Chicago University June 15th and will be married on June 17th.

Thirty-four cars, a whole train, of wool moved on FW&RG Ry. from Menard to Boston this month. That should be a big help towards keeping the universe well clothed this coming winter.

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

Mrs. Toye Robison of Memphis, Tenn., is visiting her parents, Mr. and Mrs. E. E. Glascock, at present. Mr. Glascock is section stockman in this department.

Miss Dorothy Montgomery, daughter of C. V. Montgomery, foreman in the stores department, has returned from Ft. Worth, where she has been taking a two-weeks' course in Christian Endeavor work at T. C. U.

We learned with regret of the death of Mrs. Harry Boyd in South Dakota on June 8. The body was shipped to Sherman and interment was made on June 15. Harry was employed here in the B&B gang for a number of years. This department extends sympathy to the bereaved family.

K. Winebrenner, machinist, and family had a narrow escape when their home burned the early part of this month. The house was in flames when the family was awakened and they barely escaped.

Mr. and Mrs. L. McMillan, chief clerk, and wife visited friends in Forth Worth on Sunday, June 14.

Jimmie Honaker, accountant, and family are entertaining his sister, Mrs. Oscar DeLang and family of Maude, Okla.; also Mrs. Honaker's sister, Mrs. Bob Mitchell and family of St. Louis, Mo.

Cecil Riggs, messenger, is planning to spend July 4th in Galveston, Texas.

LOCAL FREIGHT OFFICE FT. WORTH, TEXAS

J. P. SPENCER, Reporter

The underpass at Jennings and Rio Grande, now under construction, is beginning to look like something other than a big hole in the ground. Rio Grande avenue, alongside the freight station, looks like the terrain after the second battle of Ypres. The ditching machine has dug a big channel in the middle of the street and on our side of the "avenue" ditches have been dug for new water and sewer lines. Trucks, caterpillar tractors, road graders and ditching machines continuously at work gives this locality an atmosphere of a war-time sector near the front lines. All this is a sure sign of progress in the steady growth and expansion of "Cowtown," and we all have a chest full of civic pride in this large undertaking, it being one of the many big jobs going forward at the

same time, however, we will all be glad when the work is completed.

Ye correspondent recently took a flying trip to Memphis where he visited many places of interest (not pawn shops) including the world famed Beale street, "Nigger main" on which there were lots of people of color. Also visited squirrel park but didn't tarry long there.

Mr. D. O. Etter and M. C. Wiggins, some time ago, ordered a "Keep Cool" suit of clothes each from an "oil stock" salesman with a wonderful "line." Both made a nice down payment in cash. They are still trying to keep cool although it makes them both pretty "hot" to think that the "Keep Cool" suits have never shown up.

SOUTHERN DIVISION

JONESBORO TICKET OFFICE

W. A. SANDERS, Reporter

H. C. Coke, car foreman, Jonesboro, spent a few days in the St. Louis hos-

pital during May, taking X-ray treatment.

F. W. Briggs, car inspector, left June 5th, enroute to St. Louis for hospital treatment.

T. E. Trusty, coach cleaner, laid off the 14th and 15th of May account of illness.

J. J. Harrington, switchman, who has been confined in the St. Louis hospital, is reported not doing so well. His many friends hope for his recovery.

W. T. Clark, general car foreman, Memphis, paid the Jonesboro force a visit June 1.

Eighteen round-trip tickets were sold to Atchison, Kans., also extra Pullman was required to take care of business to that city June 5th, 1931.

C. D. Rogers, extra telegrapher, is relieving Agent Grubbs for a period of two weeks.

The Frisco Memphis baseball team journeyed to Jonesboro Saturday, May 30, and played the Jonesboro Caterpillars, the latter team winning 3 to 1, but the Frisco club did play good ball.

John West, car inspector, visited in St. Louis the latter part of May with relatives.

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MONETT, MO.

MONETT STATE BANK AND TRUST CO.

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in a

Good Railroad Town

MONETT, MO.

POCAHONTAS, ARK.

CLEATUS PRICE, Reporter

Crop conditions in vicinity of Pocahontas look very favorable at this time.

Two new summer resorts have been opened on Current river, one near Pocahontas and one near Success. One named Current River beach, 6 miles north of Pocahontas on Highway No. 67, and Camp Hal, 3 miles from Success. Any Frisco employes wishing to spend vacations at fishing and swimming resorts will find these camps very commendable.

Mrs. W. J. Ludwig, wife of Cashier-Operator Ludwig made recent trip to St. Louis shopping and visiting relatives.

Mrs. E. A. Harbin, wife of Local Agent Harbin, spent a few days recently with relatives in St. Louis.

Section Foreman Polk was recently transferred to Walnut Ridge being relieved by Foreman Ed Hays, who was formerly at Success, Ark.

Mr. W. E. Matthews was recently installed permanent agent at Walnut Ridge, Ark., relieving Mr. A. H. Hughes, who was transferred to Poplar Bluff as cashier-operator.

Mrs. E. H. Cadwallader, wife of Paint Foreman Cadwallader, has been visiting her parents, Mr. and Mrs. A. H. Keith, here.

Announcement has been made of the marriage of John R. Boyd, agent at Perryville Junction to Agnes Marie Baltz of Pocahontas, the ceremony taking place June 18 in St. Paul's Church, here. John R. Boyd is the son of J. D. Boyd, agent at Commerce, Mo. Miss Baltz, is the daughter of F. J. Baltz, real estate man of Pocahontas. The bride and groom are spending their honeymoon at Denver, Salt Lake City and Portland. Afterwards they will make their home at St. Mary's, Missouri, where Mr. Boyd will resume his duties at Perryville Junction. The many Frisco friends wish them much luck and happiness.

BIRMINGHAM TERMINALS

NELLIE MCGOWEN, Reporter

Miss Eunice Hagerman of the accounting department at Fort Scott spent week-end of May 30th with Mrs. Nellie McGowen. Miss Hagerman was formerly employed at Birmingham in the accounting department and her many friends were delighted to see her again.

C. H. Vaughn, revising clerk, attended the automobile races in Indianapolis.

J. L. Overby, our night assistant general yardmaster, is away on a two weeks' vacation, destination unknown. It is reported, however, that he expects to spend some of the time on the banks of the river under the shade trees fishing.

W. A. Whaley, switchman, is visiting his daughter in Chicago.

Mrs. T. R. Monk, wife of switchman, and son James, are visiting her parents in Anniston, Ala.

M. J. Anderson, crossing flagman, is making an extended tour through the west, visiting in El Paso, Tex., Ogden, Utah, Denver, Kansas City and other points of interest.

C. L. Saltz, switchman, and family, are visiting relatives in Foley, Ala.

Miss Louise Thompson, daughter of Operator W. K. Thompson, is visiting in Nashville, Tenn. Misses Virginia and Evelyn Thompson are visiting in New Orleans.

L. T. Flynn, revising clerk, was married on May 24th, to Mrs. Mabel Dickerson. Mr. and Mrs. Flynn reside on Shades Mountain. Our congratulations are extended to them.

Mrs. E. A. Teed and daughter, Lenore, are visiting relatives in Otawana, Ohio.

A number of Birmingham Terminal employes will attend the annual barbecue and dance at Pineview Beach on June 16th, given by the Birmingham Traffic and Transportation Club.

The Frisco Employees Club gave a minstrel in the auditorium of WAPI broadcasting station, night of June 11th. This was a black face minstrel composed of all ladies. A large crowd attended.

J. H. Johnson, clerk, and Mrs. Johnson attended the wedding of Mrs. Johnson's brother, Rev. J. M. Looney and Miss Mary Scarborough of Memphis at 7 p. m., June 10th. Mr. Looney is son of Conductor and Mrs. C. N. Looney of Amory, Miss. Our congratulations are extended to Rev. and Mrs. Looney. They will reside in Montgomery City, Mo., where Rev. Looney is pastor of one of the churches in that city.

Mrs. R. E. Hule, wife of clerk, is confined to the Norwood hospital. We hope for Mrs. Hule a speedy recovery.

S. L. Record, clerk, attended the Grotto Convention in St. Petersburg, Fla., recently. While there Mr. Record caught a 400-lb shark, and brought back the proof in the form of a picture taken with the shark, also a write-up in the St. Petersburg daily paper. Mr. Record has promised us a picture of the big shark and will endeavor to have it in the next issue of the magazine.

Miss Lois Martin, daughter of switchman Geo. Martin, has returned home after spending the past winter in Athens, Ala., where she attended school at the Methodist College.

DORA, ALABAMA

F. M. SCOTT, Reporter

May we come back on the air again after an absence of several months? There should be plenty of good juicy news items from this station. Walter M. (Puny) Houston has returned from Pensacola after looking over a yard clerk job at the city on the gulf.

The bill clerks just got through billing a bunch of sixty hopper cars of coal from the Debardeleben Coal Corporation, mines at Empire and Hull to Pensacola where it loads on boats for points in Texas. This is the second

boat order within past four weeks. The other one totaled 175 cars for Florida points. All we need is more boats. There is plenty coal to go around.

L. S. Shiffett, operator, and a very promising young man, has a new outboard motor and spends quite a little time on the river. He promises to take one where there is fish to be caught. He will promise to take one for a boat ride, in fact he will promise anything.

Herman Nerren, extra section foreman, from Townley is visiting his brother, G. L. Nerren, cashier at Dora. Brother Luther Nerren sent a carpen-



The worst-looking hands can't stay that way more than 58 seconds when Lava Soap's creamy, pumice-filled lather tackles the dirt and grease on them.

George, the Lava Soap Man



A Procter & Gamble Product

OFFICIAL FRISCO WATCH INSPECTORS

Dillworth Jewelry Co.....Jasper, Ala.
Haltom, G. W.....Ft. Worth, Texas

CENTRAL BOARDING & SUPPLY COMPANY

COMMISSARY CONTRACTORS

F. J. ENGLEMAN, President
G. I. FITZGERALD, Vice-Pres. and Sec'y
CHAS. GRAY, Manager, Springfield, Mo.
JOS. M. O'DOWD, Supt., Springfield, Mo.

GUY KRESS, Supt., Springfield, Mo.
M. S. ENGLEMAN, Vice-Pres., Dallas, Tex.
E. B. SHARKEY, Manager, Ft. Worth, Tex.
G. R. PIERCE, Supt., St. Louis, Mo.

General Office
Ry. Exchange Bldg.
KANSAS CITY, MO.

Branch Offices
ST. LOUIS, MO.
SPRINGFIELD, MO.
FT. WORTH, TEX.
DALLAS, TEX.

ter to make repairs to two pillars under his house and to build three new ones. The carpenter finished up six weeks later, having talked him into building eleven new pillars, one new porch, a sleeping porch and a bathroom, and as the carpenter is a painter also, he painted his house for him, and assisted the plumber in installing the new bathroom fixtures. Just wonder what would happen if Brother Luther had sent the man up there to build a new porch in the first place.

Another good boy ruined for life. Tommie Connell, son of yardmaster, went fishing, catching five fish or a total of eight and a half pounds, thereby putting it all over the rest of the party. Attaboy Tommie, show up all these old fish hounds. You might take that promising young man Mr. Shifflett for a ride too.

Mrs. M. W. Scott of Adamsville visited her son at Dora for a few days.

The DeBardleben Coal Corporation, Hull mine, advises an order for this week of 5,350 tons for the SAL railway loads in Frisco hoppers for Pensacola. Understand it goes via water from Pensacola to Tampa. This is to be regular business.

Please, someone, give us more boats at the Frisco's port on the Gulf; we can furnish the coal.

DIVISION STOREKEEPER'S OFFICE YALE, TENN.

MABEL WOODMANSEE, Reporter

All of the stores department employees report a most enjoyable weekend over the 30th and 31st of May, the 30th being holiday for "Decoration Day."

There was a meeting of all section foremen, roadmasters and officials of departments of the Southern division, held at the Elks hotel, where they enjoyed a most delightful dinner. Mr. Cochran, division storekeeper, was present at the meeting and reported a most enjoyable evening and says he thinks quite a bit of benefit was derived from the meeting.

Worley R. Linville, lower storeroom, reports his wife is very sick. We sincerely hope she will recover soon.

Memphis and surrounding territories have received one or two pretty good showers which was welcomed by all as this section of the country seems to be suffering for want of rainfall. In fact, one of our employees in the storeroom seems to be very much interested in weather conditions inasmuch as his garden is in need of some of this rain.

PENSACOLA, FLA.

GERTRUDE BAZZELL, Reporter

Mr. and Mrs. W. M. Hardwick and son, William, of Memphis, were the house guests of Mr. and Mrs. W. H. Crow the second week in June, having come over especially to attend the Pensacola Bay Bridge celebration.

Irish potato movement from off Pensacola Line this season surpassed all expectations, the yield in the Atmore section having been greater than ever known.

Miss Idalea Chum, stenographer, in local agent's office had a delightful visit in Memphis over week-end May 30.

The new \$160,000.00 Lillian bridge was officially opened on June 4, dedication ceremonies having been held at Escambia end. This bridge opens up the Baldwin County territory to the merchants of Pensacola.

The writer had as guests over week-end, May 30, her brother, Clifford, and sister and brother-in-law, Mr. and Mrs. L. E. Brooks and their son, James, of Jacksonville.

The first of a series of Educational Tours, conducted by Mr. Charles Baltzell, which arrived here Sunday, June

7, and departed Thursday, June 11, was a big success. On the last evening they were here the members of the tour were guests at an entertainment and dance given by the Frisco Employees' Club.

At a recent meeting of the Rotary Club, superintendent terminals, Howard Humphreys, was elected to the board of directors.

Miss Grace Estein, who was a June graduate from Pensacola High School, left June 7 for Baton Rouge, La., where she will join her sister, Miss Eleanor. They will attend the summer course at Louisiana State University, where Miss Eleanor was a Freshman this past winter. Misses Eleanor and Grace are the daughters of engineer and Mrs. A. N. Estein.

The most enjoyable entertainment ever given by the Frisco Employees' Club at Pensacola was on June 10. After a short program of specialties in

readings, dances and songs, given by the following children, Dorothy Crow, Dicie Villar, Betty Joyce Stearns, Joyce Pohlman, William Hardwick, Gloria Brigman, Seneth Ann McDonald, dancing was enjoyed by club members and their friends until a late hour, closing with a prize waltz. The prize cake was awarded to Miss Ruby Hill and her partner, George Villar. The Melody Boys, who are Wallace Dunham, Wallace Crow and Earl Waite, furnished music for the evening's entertainment.

William Crow, son of Mr. and Mrs. W. H. Crow, went over to Montgomery June 1 while the Confederate Vets were having their reunion.

The opening of the Pensacola Bay bridge in conjunction with the Sound bridge and Amusement Developments on Santa Rosa island, June 13, marked another step in the progress and growth of Pensacola and West Florida.

Quality - Service - Price

We know that OUR FOREST PRODUCTS are of the very best quality—produced where the best quality hill timber grows and brought to perfect marketable condition by our experienced organization.

We know that we have an ample stock of CROSS TIES and SWITCH TIES—and that our organization has the ability to produce other FOREST PRODUCTS and make satisfactory delivery: Promises—yes, and KEEP THEM!

We know that we have cut our overhead and production cost to the point where we can make an attractive price, and still show a profit—and that is necessary.

We know we have what the buyer wants—and we have just told you.

HOBBS-WESTERN COMPANY

1967 Railway Exchange Building

ST. LOUIS, MO.

MEMPHIS TERMINALS

N. A. WEAVER, Reporter

George Heist, yard clerk, recently transferred to Pensacola.

H. C. Leverne, yard clerk, was called to Springfield, Mo., May 30, due to the death of his mother. We were very sorry to learn of the death and he has our sincere sympathy.

Sorry to have to report that our baseball team lost the first game of the second half yesterday, June 14, to the Postoffice nine, score 5 to 1, after having lead the game up until about the sixth inning with a score of 1 to 0. Manager Ware states he actually believes he lost twenty pounds in weight when the Postoffice put the winning score over the plate. We all agree with him that it was a hard game to lose after the nice pitching performance turned in by Roy Meadows, who deserved to win and would have won had it not been for a couple of errors coming at exactly the wrong time.

A committee consisting of representatives of all lines was recently organized to make a campaign in the terminal in the interest of freight claim prevention, as well as damage to equipment by rough handling. This campaign was conducted for several days by placing impact recorders in cars moving from one line to another in the terminal, and all cases of rough handling indicated by the report were handled for improvement. There is no question but what the campaign resulted in a lot of good. A lot of interest in this matter is being displayed by officers and employees of all lines in the terminal. This arrangement will be continued as a permanent thing and from time to time a recorder will be placed in different cars and a check made of the handling such cars receive.

Miss Thelma Drashman, steno-clerk in master mechanic's office, reports her little sister, who was recently operated on for appendicitis, is rapidly recovering.

**FRISCO FREIGHT HOUSE
BIRMINGHAM, ALA.**

A. C. HANSON, Reporter

J. J. Cummins, agent, has been absent from his office more frequently of late endeavoring to better the Frisco business from Birmingham territory and has been repaid for his efforts. Driving his Oldsmobile and escorted by F. M. Packard and C. E. Silleman, they called upon an auto dealer and booked three cars of autos for the Frisco.

W. W. Wade, former rate clerk at freight house, has been transferred to

the commercial office and is making good in that department.

C. E. Silleman, warehouseman, has recently purchased himself a new Oldsmobile, making the fifth Oldsmobile booster at Birmingham freight house.

L. T. Hatcher, belt clerk, accompanied by Mrs. Hatcher made a very pleasant trip to his relatives in the central part of Tennessee recently and reports a real Tennessee chicken dinner while there.

R. E. Gaines, carpenter foreman, was transferred to Pensacola division recently and will be succeeded in the Birmingham terminals by A. L. Burleson, formerly assigned to this station and is known by all as "Happy." We are glad to have him back with us, although sorry to give up (Red) R. E. Gaines, also a joy spreader in our midst.

The Centennial baseball game between the transportation and mechanical departments was postponed account wet grounds and was played on Saturday, June 13, 1931.

The recent rains in this vicinity have made possible another good strawberry and cantaloupe crop in the Birmingham territory and the product on the markets here now show that Birmingham is not yet dead in the fruit and berry raising.

**TRAIN MASTER'S OFFICE
AMORY, MISS.**

VIOLET GOLDSMITH, Reporter

We were all glad to see Mr. N. E. Wells, retired conductor, who is now living in Arlington, Tenn., and stopped off at Amory on his way to visit his brother in North Carolina.

Conductor A. E. Beebe spent several weeks visiting relatives in Kansas.

James Keese, son of engineer, and W. N. Reed, son of company physician, have returned from a visit to Hugo, Okla. Albert and Charles Bush, sons of engineer, will remain in Hugo for about a month.

C. W. Kerr, storekeeper, and Mrs. Kerr have returned from Springfield, where they were called account the death of Mr. Kerr's sister.

We have several more weddings to report this month. If this keeps on everyone will be married here, anyhow, we extend our congratulations to the following: Thurston Russell, yard clerk, who married Miss Cora McAfee; Price Greenhill, fireman, who married Miss Annie Mae Carson and J. M. Looney, son of conductor C. N. Looney, who married Miss Grace Scarborough of Memphis.

We extend our sympathy to Mrs. E. H. Bishop who has just returned from Elcentro, Calif., where she was called account death of her brother.

**B&B AND WATER SERVICE DEPT.
SOUTHERN DIVISION**

BILLYE BENNETT, Reporter

We are glad to report that some of our sick folks are out of the hospital and back on their respective jobs. G. G. Homer, B&B inspector, has returned to work at Magnolia, and Jack Blaine, W. S. repairman, is back on his old job in the Birmingham terminals.

Dewey Mann, W. S. repairman, is now in charge of repairs on the Memphis and Willow Springs sub, with headquarters at Thayer, having been displaced in the Memphis terminals by G. A. Campbell.

The fishing season is well under way and Ralph Gaines, with several of his friends, reports a splendid fishing trip recently down in Alabama.

Olen T. Jackson, day trick pumper from Palos, has been moved to Cordova, where he will be in charge of the pumping.

Zack Adle is now pumping at Mountain View, Mo.

Miss Helen Reef, daughter of Fred Reef, pumper at Mountain Grove, Mo., entered Draughon's Business College in Springfield on June 1st, from the Mountain Grove high school.

Your reporter has been away from the office some time this past month, having had a minor operation in the St. Louis hospital, and would like to take this opportunity to pay her compliments to the very splendid corps of physicians and nurses in attendance there. Too much cannot be said of their most cheerful and efficient care. However, I hope I shall not have to return soon.

**OFFICE OF TERMINAL
ACCOUNTANT
BIRMINGHAM, ALA.**

G. T. DUNLAP, Reporter

Helen Roberts entertained Miss Blanche Blacknell, stenographer, office of superintendent, Ft. Scott, Kan., and Miss Maie Beaman, comptometer operator, office division and stores accountant, Springfield, Mo., May 30th and 31st.

Eunice Hagerman from Ft. Scott, formerly steno-clerk in this office, spent May 30th and 31st visiting in Birmingham.

Mrs. R. W. James accompanied Mr. James to Springfield and spent May 30th and 31st visiting with her parents.

R. D. Willimas is our tennis player, spending several evenings during each week and part of the week-ends enjoying the game.

R. W. James is now the proud owner of a four-door Ford sedan, which he recently purchased, however, we think that it will take some time for him to become

DE BARDELEBEN COALS
Sipsey—Empire—Carona—Carbon Hill—Hull

FOR

DOMESTIC, STEAM, GAS, BY-PRODUCT AND CERAMICS

DE BARDELEBEN COAL CORPORATION

The South's Largest Producers and Marketers of

HIGH GRADE COALS*DeBardeleben Preparation
Gives Added Value*Southern Railway Building
BIRMINGHAM, ALABAMA

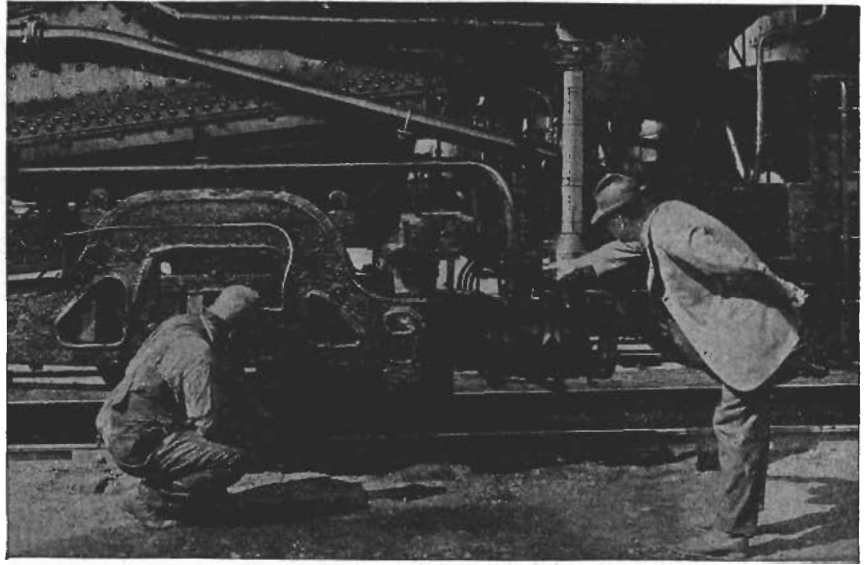
100 Years of Locomotive Progress

ONE of the country's leading locomotive builders is this year celebrating its one hundredth anniversary. The locomotive has rounded out a full century of magnificent service to civilization.

Yet, for more than three-fourths of this period, there was little fundamental improvement in locomotive practice. As traffic increased in density there was, of course, the demand for heavier power and a larger number of drivers. But improvement was largely confined to building each succeeding locomotive a little bigger. The illustration below shows one of the early locomotives, and except for an increase in the size and in number of drivers, it is not so vastly different from the locomotives that ushered in the twentieth century.

But fortunately for railroad economies, the last quarter of a century has seen a very substantial change and improvement in the locomotive until today it has become a modern power plant on wheels. A power plant it truly is for it possesses most of the attributes that make the modern power plant so efficient and at the same time has developed these elements in such a compact form that it is possible to employ them without adding unduly to the weight of the locomotive.

In the development of many of the elements that make the modern locomotive so powerful and efficient, the



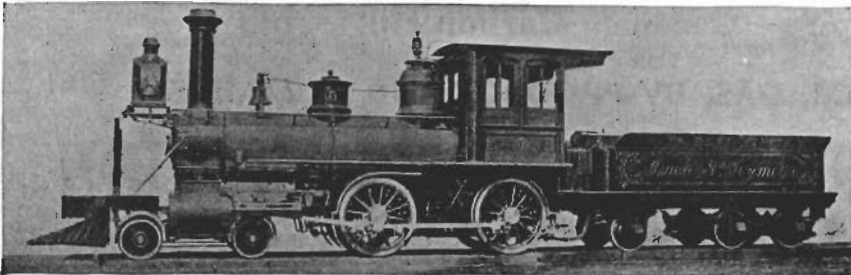
A close-up view of The Locomotive Booster.

Franklin Railway Supply Company has for a quarter of a century played an important part.

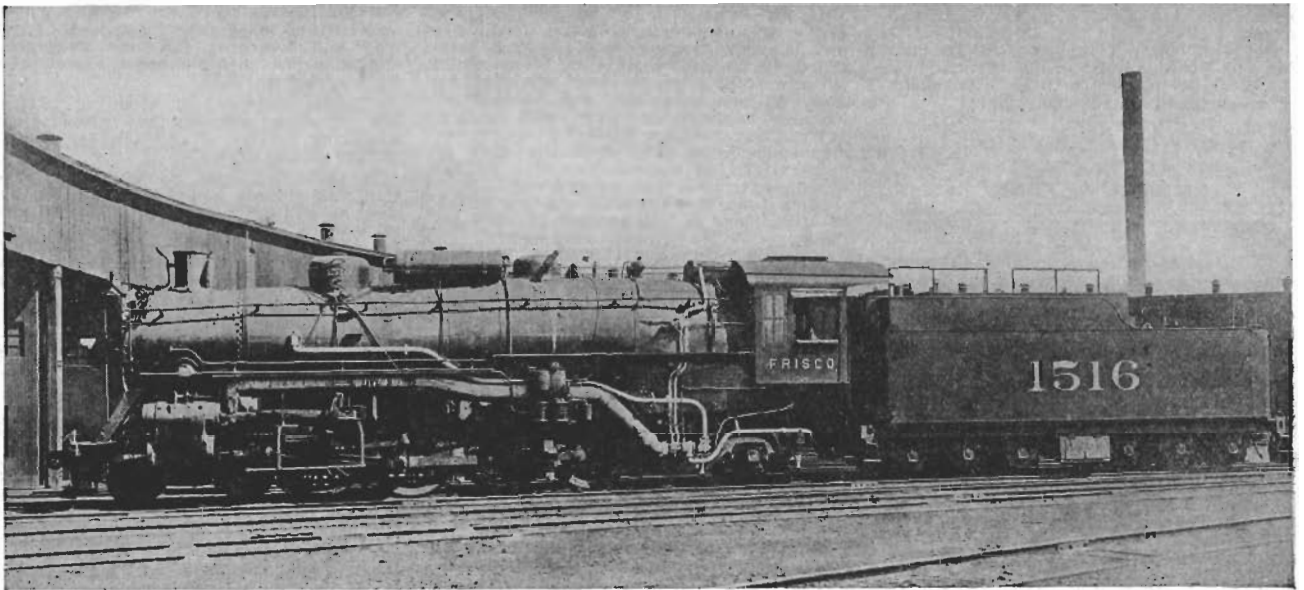
As a matter of fact, one of the first products of this company was the Driving Box Lubricator and grease cellar which actually made the big locomotive possible as the limitations of oil lubrication had been reached long before locomotive weights had risen to anything like their present state.

Safety has always been a paramount consideration in railroad operation and many of the improvements developed by Franklin have contrib-

uted to the elimination of the hazards of railroading. The automatic fire-door is one of the first of these developments and its action in saving the crew in the event of a burst flue or other accident has won for it the thanks of a generation of railroaders. The Cold Water Sprinkler, another Franklin device, has aided materially in cutting down what was at one time one of the most frequent causes of minor accidents on the locomotive, namely scalding by reason of the hot water squirt hose. The locomotive tender connection has come in for its share of attention and here the Radial Buffer guards against the old-time experience of having the front truck of the tender leave the rails on a curve because the old-time buffer would wedge and bind. The Unit Safety Bar definitely removed the danger of engine and tender parting by providing a spare drawbar as strong as the original bar that goes into action should the original bar fail. Then, too, the Lateral Motion Driving Box adds to locomotive safety, as it eases the locomotive around curves.



This locomotive of 1866 is not so radically different in appearance from locomotives recently built.



A Frisco Locomotive, Booster Equipped.

But modern railroad operation—heavy loads and higher speeds—has demanded a locomotive of high horsepower. While many improvements have helped to intensify power production, Franklin Steam Grate Shakers, Power Reverse Gears and the Limited Cut-Off have substantially improved the generation and use of steam and contribute in an important way to the operating economies being accomplished by locomotives recently built.

But in addition to improving the performance of the locomotive, Franklin has had an eye towards reducing its maintenance. In this direction, the Automatic Adjustable Driving Box Wedge, which keeps the boxes adjusted with every revolution of the drivers, has done much to improve repair costs and extend time between shop-pings.

The last few years has seen a spectacular increase in the amount of power being produced from a single pair of locomotive cylinders. As locomotive power has increased, bearing pressures on the main pins have risen correspondingly, resulting in increased maintenance. To meet this situation the Tandem Main Rod

Drive was developed, which, in effect, consists of 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% because the thrust is distributed through two sets of main pins, thus lowering maintenance.

But perhaps the most outstanding contribution of Franklin to the modern locomotive is The Locomotive Booster.

Without The Locomotive Booster to remove the handicap of lack of starting power, the modern locomotive would not be what it is today.

To secure higher power at speeds, locomotives of large boiler capacity have been built. To make the higher horsepower at speed productive required an increase in starting power which could not be had in the usual way by reason of weight restrictions. This brought the incorporation of The Locomotive Booster as an integral part of the locomotive to supply power in starting and at slow speeds.

The Locomotive Booster has become more than simply a starter. Its principal contribution to railroad eco-

nomics is the speeding up of train movement all along the line by supplying temporary power to meet the operating emergencies of the road. How well The Locomotive Booster has come to be regarded as essential to any locomotive is demonstrated by its use on the largest locomotives now in service. No locomotive is so big today that it doesn't need the Booster, if it is to operate most effectively. This is because it is no longer enough for a locomotive to be big. Every pound of locomotive weight must work—must haul its share of the load. This calls for The Locomotive Booster to put idle weight to work.

Today, The Locomotive Booster is an essential part of the design of the locomotive, since only by its use can you get the intensive power that makes the modern locomotive excel its predecessors.

The most casual comparison between the modern locomotives of today and the locomotives in service at the turn of the century gives evidence on every hand of the important contributions to locomotive progress for which Franklin is responsible.

—Ed. Adv.

accustomed to his present car as compared with his old model "T".

Helen Roberts spent June 13th and 14th visiting with friends in St. Louis.

Mr. Ferris, traveling auditor from the Central of Georgia, is now in Birmingham, checking the Joint Terminal car-count.

A. L. Burleson (Happy), B&B foreman for the Birmingham terminals, who was displaced for several months, was recently re-assigned to this terminal.

OFFICE OF DIVISION ACCOUNTANT MEMPHIS, TENN.

COOK and STEPHENS, Reporters

Well, we have had a holiday since our last issue and how everyone enjoyed it.

Mrs. Ione Shearin and two children, Gloria and George, visited friends in St. Louis.

Miss Julia Gossett spent the week-end with friends near White Station, Tenn.

Mr. and Mrs. W. R. McDonough and daughter, Mary Elaine, visited with his parents and sister in Morley, Mo.

Miss Ila Cook motored to Hot Springs and Little Rock. She was accompanied by her mother, Miss Zaida Blackwell of Memphis, Miss Bess Ham of Florence, Ala., and Miss Addie Lee Harrell of Arlington, Tenn. Mrs. S. T. Lowry spent Sunday with relatives in Little Rock and returned with Miss Cook.

Mr. and Mrs. C. E. Reed made a short visit in Lake City, Ark., with his parents.

Audie Biggers was the guest of his grandmother, Mrs. Roberts, at Hardy, Ark. Mrs. Roberts is 94 years of age and is still very active around her home.

Ralph Stephens spent the holiday with his mother in Chaffee.

The Sperrys and Hughetts remained in Memphis.

The Biggers have had as their guests, Miss Mary Pepon and Mrs. H. R. Biggers of Springfield: Mrs. R. M. Jackson of Hardy, Ark., and Mrs. J. A. Harrell of Blytheville, Ark. Audie said that none of his visitors stayed very long because the raspberries were ripe for market and they had to help pick them. Just a warning for visitors—at watermelon time.

The division accountant's office is getting prosperous. We have eleven members since Earl Peak has been added to our force. Glad to have Earl back with us, even for a short time.

We were favored recently with a visit

from two of our former fellow-sufferers, Harold Farris and Elon Taylor. They are both working for the Texas & Pacific Lines in Dallas and were fortunate enough to be on vacation.

Miss Ila Cook was called to California, Mo., on June 9th, on account of the death of her cousin, Jerome Cook. He met a very tragic death, having been killed in an automobile accident while enroute from a movie near Higginsville, Mo. It was especially sad because of his only being twenty-four years of age.

Mrs. May Johnson worked as comptometer operator in this office the week of June 8-13th, in the absence of Miss Julia Gossett, who was on the sick list.

Miss Gene Workman filled the position of stenoclerk in the absence of Miss Ila Cook.

We are losing our stenographer, Mrs. Ione Shearin on June 20th, when she leaves for Greensboro, North Carolina, to become the bride of "Buddy" Lewis, first baseman on the Piedmont League team. A beautiful waffle iron was given Ione by her Frisco friends and with the gift goes the sincere wishes for her happiness in her new life.

Ione was the guest of honor at a miscellaneous shower given by Mrs. May Johnson at her home on North Parkway, June 19th. Mrs. Shearin received many beautiful gifts which are dear to the heart of a bride. Wedding bells and orange blossoms were carried out in the decorations and the color scheme.

Girls from the offices of superintendent and division accountant were among the guests.

SOUTHERN DIVISION SUPERINTENDENT'S OFFICE

BERTHA HARRIS, Reporter

Curtis Blackwell and wife attended the automobile races at Indianapolis, Ind., May 30th, and report a fine time and lots of excitement.

Midvale Coal Co.

HIGH GRADE STEAM
AND DOMESTIC COAL

Chemical Bldg. ST. LOUIS, MO.

GLOBE OIL AND REFINING CO.

REFINERS OF

GASOLINE, KEROSENE, DISTILLATE, GAS OIL and FUEL OIL

Refinery on Frisco Lines—BLACKWELL, OKLA.

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

Misses Ola Phillips and Billye Bennett were patients in the St. Louis hospital recently, but we are glad to advise both have recovered and resumed duty.

Grayce Blaylock, Billye Bennett and Bertha Harris were among the guests entertained by Mrs. May Johnson, Parkway and Waldran, for Ione Shearin of the accounting department, who is to be married in July.

Claude Andereck is spending part of his vacation painting his house; also acquiring a coat of sun tan for himself at the same time.

R. C. McWilliams, dispatcher, is practicing up on his golf for the season and says he will soon be in a position to meet all comers. Curtis Blackwell, A. A. Loeffel as well as our claim agent, M. O. Truitt, are others of our Frisco force who expect to be among those present at this meet.

North American Car Corporation

TANK CARS FOR LEASE

CAR REPAIRS OUR SPECIALTY

SHOPS

CHICAGO, ILL.

COFFEYVILLE, KANS.

WEST TULSA, OKLA.

GENERAL OFFICE

327 South LaSalle Street

CHICAGO

FRISCO ties, timbers and piling have their life greatly prolonged by preservative treatment at the SPRINGFIELD, MO., and HUGO, OKLA., PLANTS of the

AMERICAN CREOSOTING COMPANY

INCORPORATED

LOUISVILLE AND KENTUCKY

OFFICE DIVISION ENGINEER MEMPHIS, TENN.

C. C. SICKLES, Reporter

We are very glad to know that Mr. Bruton is well on the road to recovery, after having undergone an operation for appendicitis May 31st.

Roadmaster Overby is now engaged in laying some 90-pound rail on the Pensacola Sub and with this into Pensacola, we can take you down there just about as fast as you want to go.

Curtis Blackwell and wife made a flying trip to Indianapolis to view the auto races on May 30th. From Curtis' report his biggest regret was that he was unfortunate in not being the driver of one of the race cars.

Al Harrison and family of Amory spent several days visiting at the C. Mr. Scott home, week of June 8.

George Koontz, who is attending the S. M. U. at Dallas, spent several days visiting his parents at Memphis, week of June 3.

Roadmaster Blaine is laying some new 110-pound rail on the Whetstone hill location, north of Mountain Grove. Notice Mr. Blaine has not lost any of his pep when it comes to organizing a steel gang and laying rail.

The hotel at Magnolia has been renovated and painted and now looks like a summer resort.

Work on the coal conveyor at Pensacola is just about finished. We can now handle all the coal that is given us quickly and very efficiently.

Dispatcher Marsh and wife have returned home after an extended visit in California and other western points.

Mrs. Hobson, mother of water service repairman J. A. Hobson, is spending the summer with her daughter at Pittsburgh, and will visit relatives at St. Louis and other points before returning to her home.

Mr. and Mrs. W. H. Owens of New-

burg spent several days, week of June 5, visiting relatives in Memphis. An outing at Horseshoe Lake was given for them and they reported a dandy time.

On June 6 a piano recital was given at the Bohlman School of Music and among the performers were Misses Betty Scott and Ruth Anne Koontz. Both little ladies played their parts exceedingly well.

Roadmaster Parsons, on the Columbus Sub, is the recipient of a repaired No. 41 motor car and he is now covering his territory both day and night trying to catch up his loose ends.

Bill Koontz received his diploma from the Central High School on June 4.

On May 31, at the Elks' hotel, Memphis, better than one hundred sixty-five section foremen and roadmasters assembled for the monthly get-together meeting. This was the best meeting ever held on this division, everyone present given an opportunity to express himself on the various topics of interest and we are confident much good will result from this meeting. After a big dinner at the hotel and the taking of some pictures, the men left to take in the sights of the city until their trains left.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

Mrs. M. L. Estes, mother of Miss Mildred Estes, waybill checker, drove to Birmingham May 21 for a visit with her daughter there, returning on June 6.

Miss Ethel Copeland, comptometer operator in the revising bureau, left for home and then to the St. Louis hospital on May 23, as she had been in ill health for several weeks. Understand she is still at home in Springfield and expects to return to work soon, which we hope

is true. Miss Alice Markham is relieving Miss Copeland while away.

Miss Elma Wright, comptometer operator, spent May 30 and 31 in Philipp, Miss., with her sister, who recently moved there and with whom Elma formerly lived with here.

Quite a few from this office and the platform spent May 30 in Jonesboro, accompanying the Frisco baseball team there, and am sorry to state, they got beat.

Leon Rohrbach, assistant demurrage clerk, and family spent May 29, 30 and 31 in Shawnee, Okla., visiting his mother and sister.

Your reporter enjoyed two very pleasant days in Hot Springs, May 30 and 31, also the drive over and back.

T. E. Bagwell, assistant cashier, spent May 30 and 31 in Carbon Hill, Ala., with relatives, Mrs. Bagwell and Ethel Virginia leaving the day before and did not return until June 5. Two of Mrs. Bagwell's sisters returned with her and visited them here for several days.

W. W. Humphrey, switch order clerk, and family, drove to Forrest City, Ark., and spent May 30 and 31 with Mrs. Humphrey's mother.

Mrs. Lella Lenihan, stenographer, was off several days the first part of June, spending a part of the time with her sister, Mrs. George Barbee, in Jonesboro. Miss Faye Barbee, extra clerk, took her place while away.

L. W. Tankersley, OS&D clerk, has been off several days recently account suffering with his eyes. He now has some new "specks" and we are in hopes he won't have any more trouble.

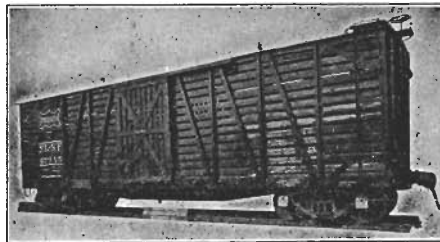
Miss Maxine Wright of Hoxie, Ark., daughter of J. F. Wright, chief bill clerk, visited him here the first part of June for several days.

Sorry to hear that the mother of John E. Wood is ill. It was necessary that she have two toes removed on June 11 and has since been quite sick. We all wish for her a speedy recovery.

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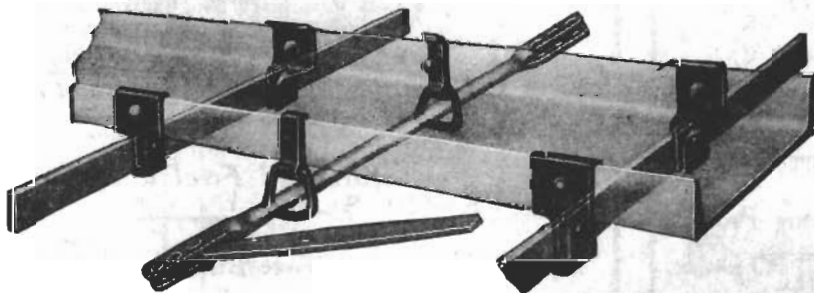
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